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Railway Age

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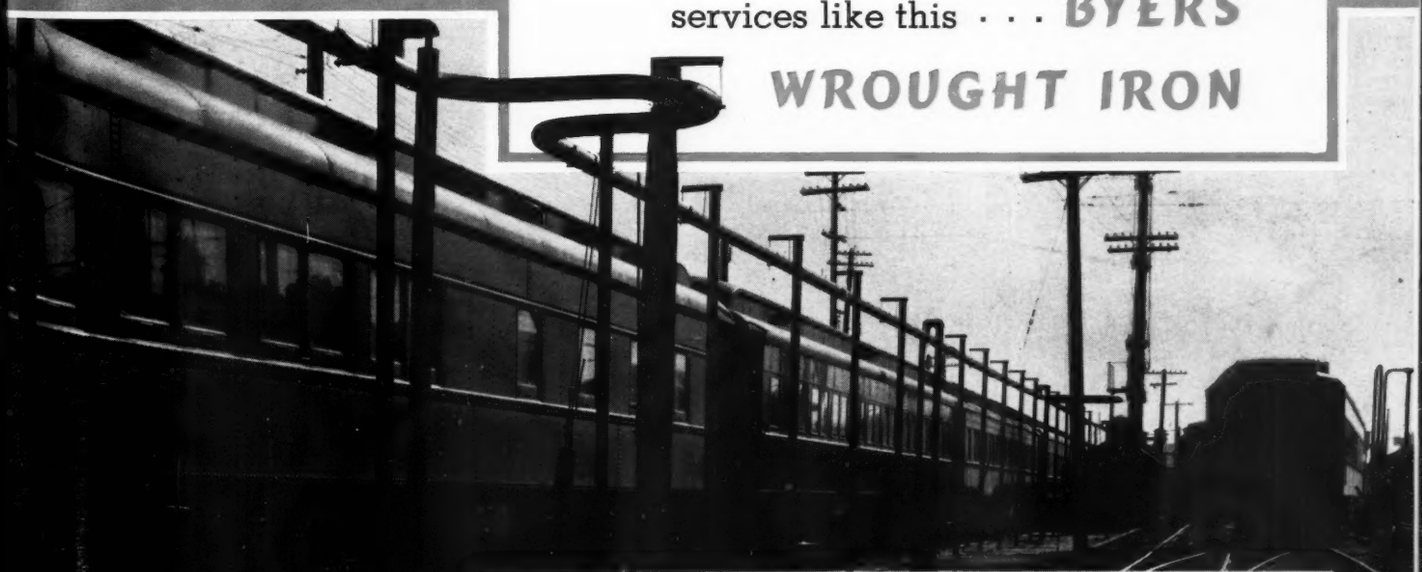

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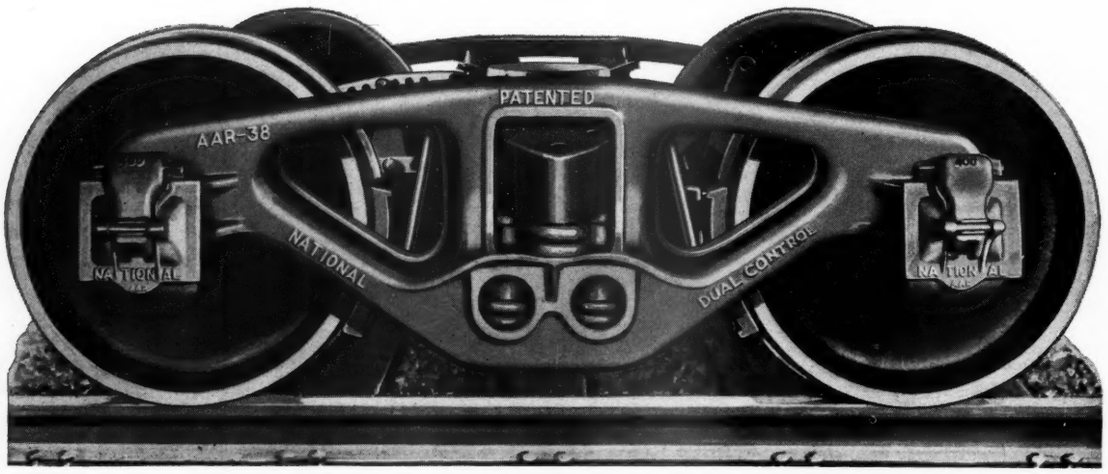

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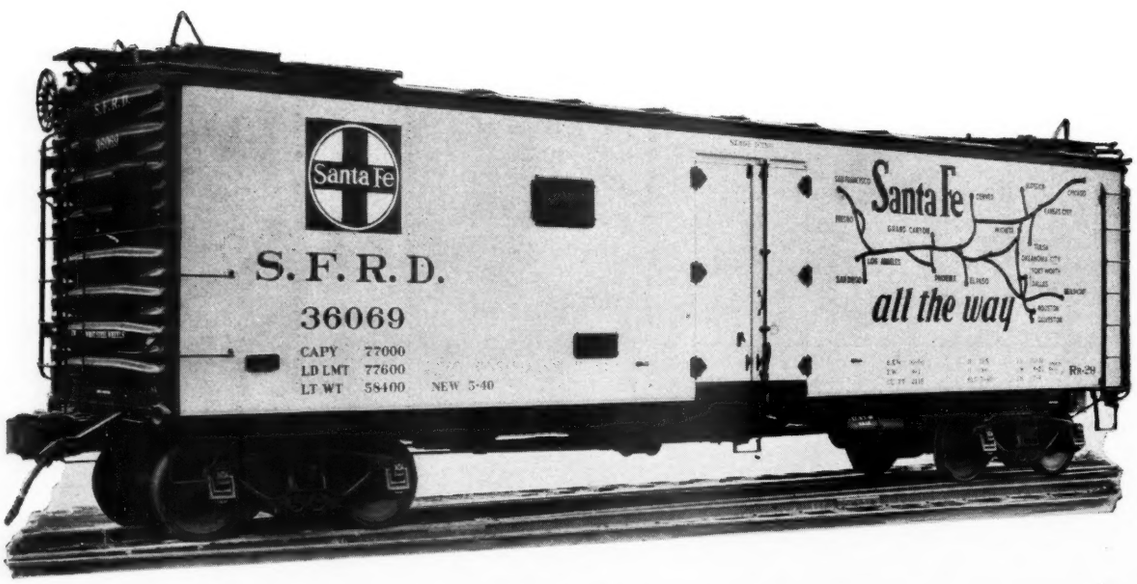

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C. & N. W. Streamlines Its Streamliner Servicing at Chicago Terminal . . Page 1068

This article describes the carefully developed layout erected by this road—involving three slightly elevated tracks and pits 1592 ft. long, with all the equipment and auxiliary facilities necessary for expeditious train handling.

Pere Marquette Improves Passing Tracks and Signaling 1076

The extensive changes and additions to passing tracks made by the Pere Marquette on its main line between Grand Rapids, Mich., and Plymouth are described in this article.

Superintendents Consider Wartime Transportation . 1080

A report on the 48th Annual Meeting of the American Association of Railroad Superintendents, containing excerpts from some of the principal addresses and committee reports.

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The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service

PRINTED IN U. S. A.

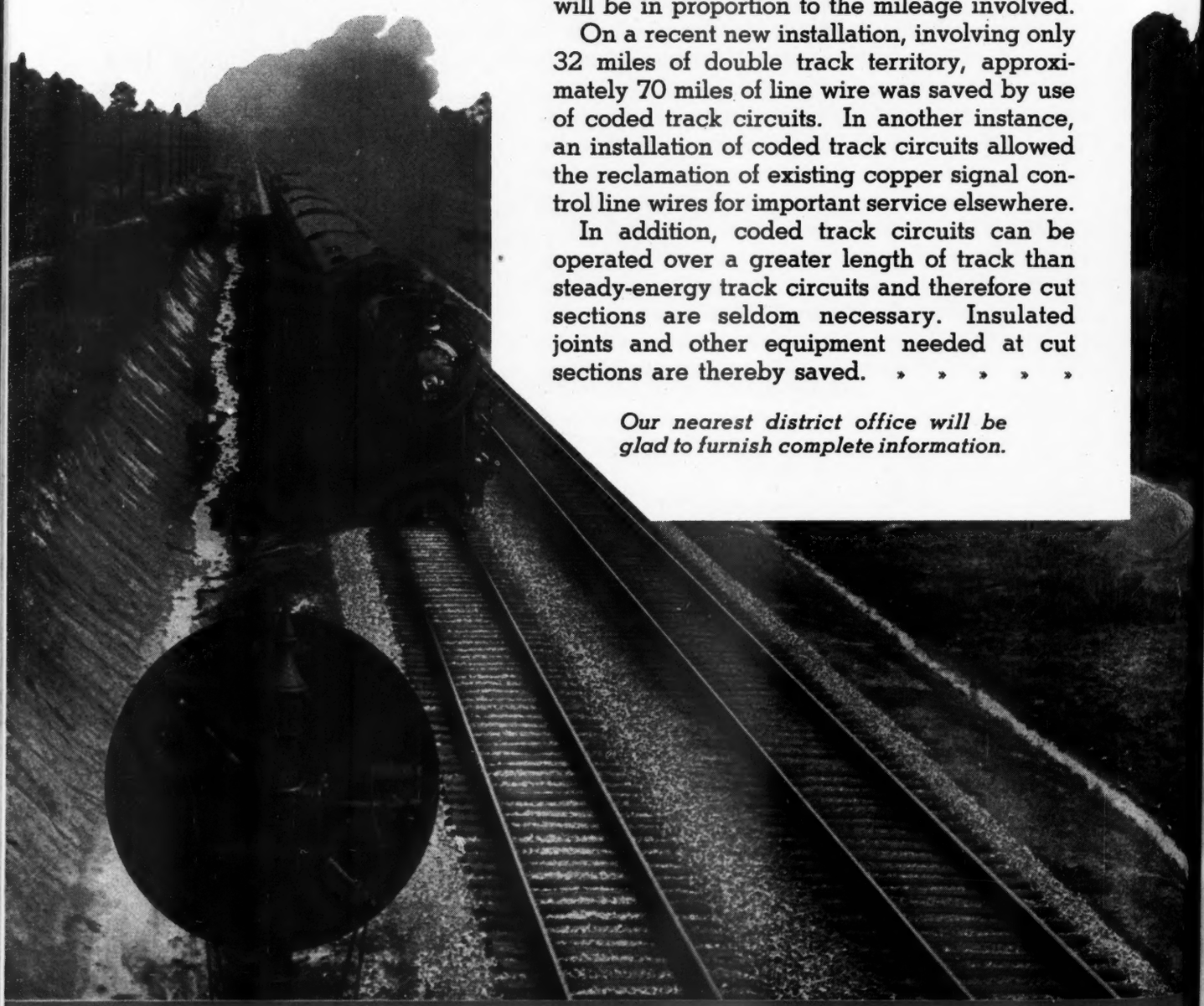
Conserve Copper by using "Union" Coded Track Circuits

THE pressing need to increase transportation capacity is matched by an equal need to save and regain every possible pound of copper. Railway signaling systems can produce a great increase in track capacity. Coded track circuit control of these signal systems will reduce the copper required by eliminating signal control line wires. The saving in line wire will vary depending upon the control system in use, but in any case it will be in proportion to the mileage involved.

On a recent new installation, involving only 32 miles of double track territory, approximately 70 miles of line wire was saved by use of coded track circuits. In another instance, an installation of coded track circuits allowed the reclamation of existing copper signal control line wires for important service elsewhere.

In addition, coded track circuits can be operated over a greater length of track than steady-energy track circuits and therefore cut sections are seldom necessary. Insulated joints and other equipment needed at cut sections are thereby saved. » » » » »

Our nearest district office will be glad to furnish complete information.



UNION SWITCH & SIGNAL COMPANY

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The Week at a Glance

CHIDDEN FOR EXCELLENCE: The railroads last Fall, to meet a prospective shortage of 175,000 daily bbl. of petroleum on the Eastern seaboard, said they could deliver *at least* 200,000 bbl. a day. Now, to meet a vastly larger petroleum shortage, the carriers are actually carrying upwards of 600,000 bbl. daily. Instead of felicitating the roads on their superior performance, some statements to the public take the misleading tack of chiding them for an alleged incorrect estimate of their capacity last Fall. The leading editorial herein questions whether the dissemination of such error is an effective way to deal with the reality of war transportation, or whether such manifest injustice promotes unity in the national interest.

●

PUBLICIZING ERROR: Several columnists are clamoring for centralized control of all transportation, asserting that it is failing to deliver war goods where they are needed. It so happens that the shortage exists precisely in the bailiwick where control is most centralized and where government authority is exercised most intensively. Where greater responsibility has been left to enterprise on the part of individual companies—namely, in inland transportation—no shortage in essential movement has developed, nor is in likely early prospect. Wise decisions regarding war transportation policy can be made only by dealing with facts, not insisting on easy assumptions directly contrary thereto, and which could be easily remedied by a little journalistic leg-work.

●

SERVICING STREAMLINERS: Streamliners are too much in demand to let them spend much time being repaired and serviced in terminals. To handle the nine such trains which it deals with at Chicago, the North Western put in four completely-equipped tracks where whole trains at once can be given running repairs and servicing, in minimum time, with minimum movement and maximum economy. This installation is described in practical detail in an illustrated article herein. Our editors who record this development report it to be the largest and best-equipped lay-out of its kind in the country.

●

THE SUPTS. MEETING: We are devoting seven pages in this issue to reporting the recent session of the Superintendents' Association. Why? Because these firing-line officers spent their meeting time on immediate practical problems, and got the most competent advisers they could locate to tell them the answers—or, at least, part of the answers. The superintendent on a railroad is something like an infantry officer in the thick of battle. His concerns are the concerns of the whole railroad, just as the infantry or armored force commander is the fellow who has to deliver the specific victory in battle. The efficiency of the entire organization is reflected, not only in the skill and courage of the man on the firing line, but also by the effectiveness of the support which the rest of the organization gives him. And how can they give him such support intelligently unless they know what his task is, and how he can, or ought, to tackle it.

●

DON'T LOSE TRAIN SPEED: The P. R. R.'s Western Vice-president J. M. Symes, advised the firing line men not to sacrifice too much train speed in piling on the tonnage. If 1941 operations had been as slow as they were in 1929, each train would have had to carry 40 per cent more tons to equal the actual 1941 G. T. M. per train-hour output. In other words, think twice before you slow them down very much—or you may turn out less transportation rather than more. Association President Perry Shoemaker proffered similar advice.

●

A PROGRAM FOR EACH DIV.: A large list exists of suggestions and instructions for getting more loaded movement out of cars. Every superintendent ought to look over this idea roster, in Mr. Symes' view, pick the ones that particularly apply to his bailiwick, and get a program going to put them into effect. To line up shippers who do not have traffic managers, and who have no hook-up with the shippers' own program for car utilization, is an especial duty of local operating officers.

●

LOCOMOTIVE MAXIM: Engines must be kept ahead of trains—when trains pile up ahead of the power, trouble starts. Such was Mr. Symes' warning to go along with efforts to maximize locomotive use. This latter goal is vitally important, but it is a means to an end—not the end itself. Large departmentalized industry has always to strive against its segments seeking their own achievements to the detriment of the well-being of the enterprise as a whole. "The operation was a success; the patient died"—such a specialized view of success is not the way to win a war. And competition between railroads also must vanish, wherever it involves any waste whatsoever. The war for the time being is against Mr. Hitler—not the fellows with whom we usually scrap for traffic.

●

SPEEDING P. M. FREIGHT: Reducing the number of passing tracks—but making those remaining longer and more carefully located—was an expedient adopted by the Pere Marquette to accelerate its freight trains on a busy division, mostly single-track. Material from the old tracks supplied all the extensions, with plenty to spare. Along with a more scientific location of adequate passing sidings, the road applied strategically some spring and power switches, and rearranged its signals somewhat. Not an undertaking which made large demands on scarce materials, the development (as our signaling editor reveals in his illustrated report herein) is saving 45 minutes in running time to as many as 20 daily heavy freight trains on a 127-mile stretch.

WHAT IS NEWS? If a man's house is on fire, the kind of information which will help him most is how to use his fire extinguisher effectively. With the country in the biggest and most dangerous of wars—and victory so largely dependent on efficient railroad transportation, which must be produced with both materials and help shy and getting scarcer—the railroad man's needs from his industrial journal change. On this page, for the duration, we are going to concentrate on reporting the developments (taken mostly from the other pages in the issue) which seem most immediately helpful to the practical railroader who is trying to do a double job of work with half enough equipment and help. If that isn't the most important vital news there is for *Railway Age* readers today, please set your reporter straight.

●

ODT NIGHT AT N. Y.: Several ODT officers spoke informally to the New York Railroad Club last week, bespeaking cooperation in the ODT effort to secure maximum utilization of transport plant and equipment, especially in the movement of fuel and passengers. While the meeting was not authorized to be reported, it can properly be revealed that the attendance was large and included many well-known railroad executives and department heads, indicating the depth and the calibre of the interest in the subject matter under discussion. The tenor of the speakers' observations was to the effect that the carriers have done a splendid job but that rising traffic demands will call for yet more strenuous efforts and more intensive labor and ingenuity by all concerned.

●

TANK CAR SHIPMENTS: If a commodity needs to move by tank and is going more than a hundred miles by the shortest rail distance, no ODT permit is needed. Nor does the shipper have to use the shortest route if another is more feasible. Otherwise, though, a permit must be obtained—because these cars cannot be used wastefully, either in round-about hauls or in movements which ought to go by truck.

●

CAR OR FIGURE SAVINGS? The ODT's Walter Bockstahler gave the superintendents some figures, which we report herein, on car and locomotive economy resulting from decreased l. c. l. carloadings, occasioned by General Order No. 1. Our observer of traffic conditions in the "box" on the editorial pages cites the unbalanced westbound empty movement of closed cars and wonders how much economy there is in sending still more of them westward without loads, just so more tonnage may be credited to the fewer cars that are loaded. Eloquence won't settle this uncertainty, but observation by practical men on the ground ought to be able to. Sacrifices should be made to increase transportation efficiency—condition of which l. c. l. loadings figures may be a misleading gage.

Springs "stay put" on Self-Aligning Trucks

Reasons why the Self-Aligning Truck is in service on over 100,000 freight cars

- EASIEST TO INSPECT
- LIGHTEST WEIGHT
- FEWEST NUMBER OF PARTS
- EASIEST TO SHIM
- ONE LEVEL SPRING SEATS

The flanges of the spring plates securely retain each coil . . . dislocation or loss of springs (or snubbers) cannot occur. And . . . visibility for spring inspection is unimpaired.

AMERICAN STEEL FOUNDRIES

Criticism of the Railway Record

Persistent criticism of the railways, in spite of their great achievement for two years in handling satisfactorily to the public the largest increases of traffic in history, indicates a determination in certain easily identifiable quarters to discredit private operation, regardless of what it accomplishes.

"Mr. Pelley Was 1/3 Right"

A good example is afforded by recent completely contradictory comments on their feat in increasing their movement of oil into eastern territory. The weekly magazine Time on May 4 said: "Last fall John Jeremiah Pelley of the Association of American Railroads claimed that the railroads could . . . haul 200,000 barrels of oil to the (east) daily . . . Last week they delivered at the seaboard an average of 600,000 barrels of oil daily." This might have been considered a compliment—if the article had not been headed, "Mr. Pelley was ⅓ Right."

Two weeks later, on May 19, the Chicago Sun, a New Deal paper, said: "Last summer the railroads, . . . fearful of competition from a projected pipe line, . . . stirred up such a fuss that the plan had to be abandoned. At that time a railroad spokesman assured a Senate Committee that the railroads were *equal to any task imposed upon them by a loss of tankers.*" To which the Chicago Sun added: "The railroads were not alone last summer *in their insistence on business as usual.*"

What actually occurred is shown by the printed report of testimony given on September 4, 1941, before a committee of which Senator Maloney was chairman. The transfer of tanker vessels from coastwise to lend-lease trans-oceanic service had at that time caused a shortage on the eastern seaboard of about 175,000 barrels of oil daily. Mr. Pelley and Ralph Budd, president of the Burlington (then commissioner of transportation for the government), told the committee **the railroads could make good this shortage by delivering *at least* 200,000 barrels a day** in tank cars then idle. Chairman Maloney said he had been told the railroad movement "might even go as high as 400,000 barrels a day," to which Mr. Budd replied, "I have tried to be on the conservative side." The railway spokesmen were at that time severely criticized by Petroleum Co-ordinator Ickes for exaggerating what they could do. This country entered the war three months later, since when many tanker vessels have been sunk by submarines. Meantime the railways have increased their movement to more than 650,000 barrels a day. Anybody who, on that record, criticizes the railways for having either underestimated or overestimated what they could do obviously is determined to criticize them whatever may be the record.

The same thing is true of those who intimate that if there is a freight car shortage this fall, it will be because the railways did not rush into the market in the latter part of 1940 and order as many freight cars as these critics say they should have ordered then. For the fact is that in the year from September 30, 1940, to September 30, 1941, the railways actually did order over 140,000 freight cars, of which they were prevented from getting about 25,000 in May-September, 1941, inclusive, because of government failure to allocate sufficient materials. There was that early, there has been ever since, and there is still, failure to allocate enough materials to build equipment that was ordered by the railways plenty early enough to prevent any shortage.

There is constant talk from the same sources about a "shortage of transportation" being the bottleneck in the war effort—without any explanation that it is a shortage of shipping and ocean transportation, not of railway transportation.

Revision of Passenger Services

There is likewise criticism of the railways for having failed to readjust their passenger service to changed conditions—although, in spite of a 70 per cent increase in travel by rail in two years, there has as yet been no overcrowding of trains excepting in isolated instances, and in most parts of the country many passenger trains are still running with much unused space. The railways are fully prepared to revise their service in accordance with changes in conditions, as shown by the recent creation of a division of passenger service by the Association of American Railroads to do this very thing.

Whatever may be a purpose of persistent contradictory criticisms of an industry which has rendered the government and the public, under unprecedented conditions, the unprecedented service that the railways have, that purpose plainly is *not* to do justice, to create unity and to promote the national interest.

Who Should Pay For Transportation?

Following the line of reasoning widely adopted by highway finance and taxation theorists, we herewith offer a plan of charging for railway services which will bestow more "benefits" on this country than you can shake a stick at. This scheme will make poor people rich, will raise the culture of backward areas and, quite likely, will bring on an economic millennium. Our plan will do all those things because, in substance, it involves taking additional transportation costs off of the users and saddling them on others. Persons familiar with automotive propaganda, government reports and most of the scholarly treatises (if you can tell which is which) on the subject of highway finance, will recognize that most of the forementioned advantages are claimed from the present practice of relieving highway users from a large part of the costs of highway transportation.

It follows that, if this same principle be applied to *all* transportation, as our plan proposes, the social benefits will be proportionately magnified.

Meet Railroad Costs by Taxes?

The total cost of railroad transportation, according to our scheme, will be split four ways (instead of being paid wholly by the shipper or consignee, as at present). The four categories of contributions toward the cost of railway service will be labeled (1) "access to the land," (2) "community service," (3) "governmental service" and (4) "direct use." The highway finance theorists (whether in the pay of the automotive industry, on the government payroll, or drawing their wages from private research organizations—it doesn't seem to make much difference) say that "land access" is a major highway function; and that, consequently, a large part of highway costs should be levied against rural land. This is an ingenious idea; obviously, "land access" is just as much a railroad function as it is of highways. Kansas cattle or wheat wouldn't be worth much in their native habitat if all they had for transportation to distant markets was highways. It follows, therefore, that railroad service is a large factor contributing to production upon, and the value of, interior lands, and that a substantial proportion of the cost of railroad transportation should be covered by *ad valorem* taxes on the land—by precisely the same logic which is used to justify such taxation for the support of highways.

Now let us look at the railroads' "community service." The bricks used to build the churches, schools and movie theaters come in by rail. The space around the depot is used as a parking lot by people who drive into town to do their trading. These and many other "community services" are provided by the railroads and, obviously, because of them, the communities ought to contribute substantially to the cost of railway transportation. Such funds might be raised, in part, by *ad valorem* taxation and, in part, by various excise levies—by precisely the same logic that justifies contributions from these sources to the cost of highway transportation.

The Railroads Also Provide "Mobility"

We are told that the "efficiency of government is dependent upon mobility." Surely, then, the "mobility" which the railroads give to two-thirds of the nation's freight is a contribution to the efficiency of the government. With equal assurance it can be stated that the government would be out of luck with a war on its hands, if it weren't for the railroads. What could be fairer, then, than that the government should contribute substantially each year toward the cost of maintaining and operating the railroads—both out of gratitude for their "mobility" and to assure that they will be on the job when national defense needs them? Here again, our argument exactly parallels that used to justify contributions from general taxes to the support of highways.

Let's assume that prosperous, thoroughly modern railroad service would cost the nation 6 billion dollars a year. Let's levy 25 per cent of that, or 1½ billions, on land in payment for "land access"; another 1½ billions on local communities for "community service"; another 1½ billions on the government, because of "mobility" and national defense. This would leave only 1½ billions to be paid for "direct use" by the actual users of the railroads—shippers and passengers—and railroad transportation would be "cheap"—so that everybody in the country can partake generously of its "benefits."

If this scheme sounds fantastic, we submit that it is not one whit more so than the great volume of literature from propagandist and governmental sources on highway finance. Substantially what we propose for the railroads—ridiculous as we hope it sounds—is put forward in sober-faced earnestness by government "experts" on highway policy. That wouldn't be so bad—government not infrequently acts foolishly when it invades economic functions—but the respected Brookings Institution has engaged a scholar to write a report* for it on highway policy, and he has urged, with Brookings' impressive imprimatur, what is substantially the argument for relieving highway users of the costs of the service, long advocated by government officials whose duties have kept them in close touch with the automotive industry.

What is wrong with this "benefit" ("land use" or "community service") theory of highway finance? Simply that it isn't economics. Highway service is an economic function—just as much so as the provision of

* "American Highway Policy," by Charles L. Dearing.

clothing, groceries or housing. There are supplemental "benefits" to any economic service. It is a community "benefit," as well as an individual comfort, that people wear clothes instead of going naked—but should we, for that reason, start paying a part of the cost of clothing out of taxes? There is a "benefit" to me that my neighbor has a roof over his head and hence is not impelled to move into my premises—but does this "benefit" require me to pay my neighbor's rent? If not, then there shouldn't be any "land use" or "community service" assessments for highway transportation either.

Other Industries "Benefit" Taxpayers Too

The "benefit" excuse for shifting costs from direct users of economic goods and services has a certain plausibility—but if it is applied to one industry or economic group, eventually the clamor of those discriminated against will force its extension to all. And when everything—transportation, food, clothing, housing—is paid for more by taxes than by the immediate consumers, you have the communist state (from each according to his tax-paying ability, to each according to his demand for service).

There is too much money involved—too much of the American standard of living at stake—to settle a great question like this on sociological, rather than economic, considerations. Mr. Dearing, in his Brookings report, has endeavored to be fair to the railroads—suggesting means whereby highway competition may be made less unequal to the self-supporting carriers than it now is. But the question is larger than transportation. If highway transportation (or even railroad transportation) is to be supported in large part by taxation—what about its competition with clothing, with food, with housing? Inevitably, the plan of highway financing this book advocates would induce people to continue "ill-fed, ill-clothed, ill-housed" while tempting them into larger outlays for highway transportation than the economy can afford. If this kind of thing continues, there will be no alternative except for all other economic services to seek the same kind of tax support which is accorded to highway transportation. And, as previously pointed out, that would be communism.

What Do L.c.l. Loading Figures Show?

It has been suggested to the railroads that they forget their competitive rivalries for the duration. This is as it should be. It is also just as necessary for the rivalry among trucks, boats, pipe lines, railroads and shipper-owned facilities to cease, thus establishing a common transportation pool. It is equally desirable that there be parallel co-ordination among those writing the orders.

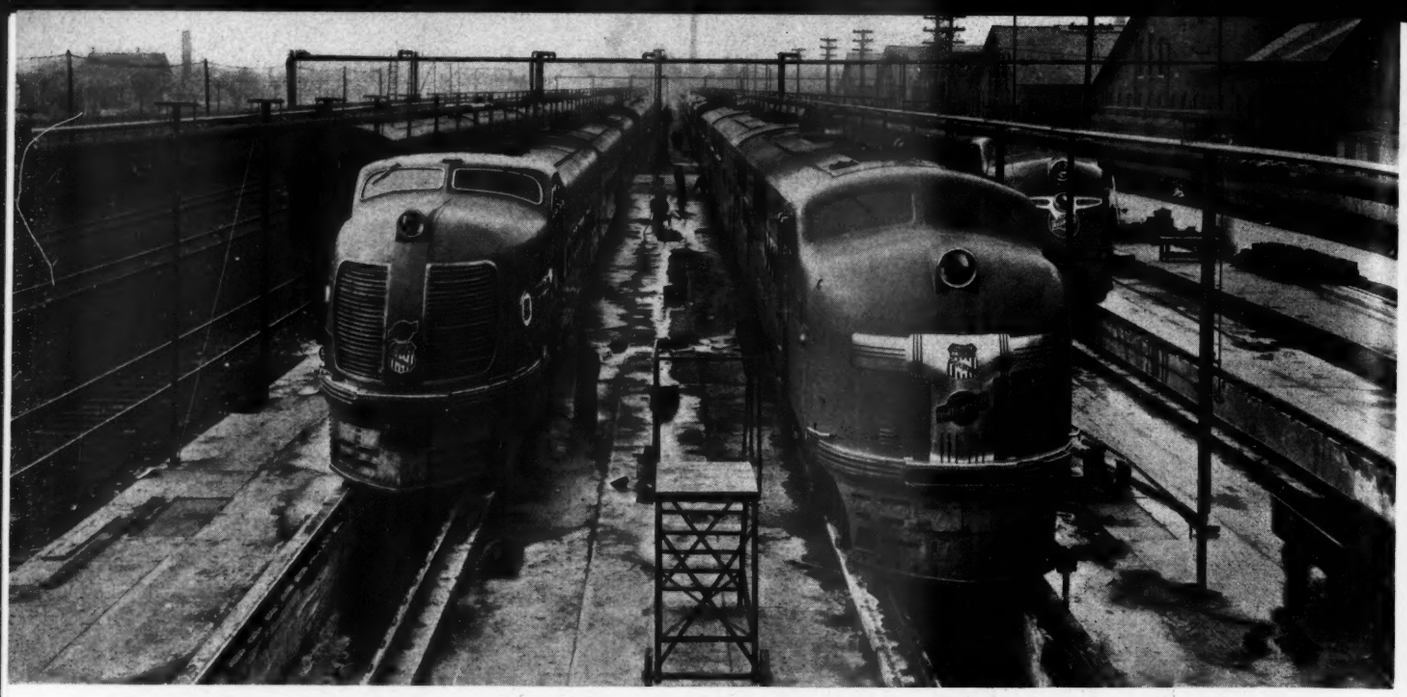
No one could reasonably quarrel with the purposes of ODT General Order No. 1, but wasteful and impracticable situations may be created by this order unless exemptions are made to counteract them. To illustrate, the normal movement from and to the Atlantic Seaboard is 60 loads east to 40 west. We do not understand that war conditions have changed this ratio with respect to closed equipment. Merchandise loadings are heavier westbound. Therefore, reduction in merchandise carloads will increase the empty westbound movement of closed equipment. It is difficult to see how it can add to the supply of cars at the place where the supply might be short—namely, where 60 per cent of the loading is done.

Your observer recently had the privilege of examining typical merchandise loadings under this order. One of the heaviest merchandise loading stations in the country was shown to have innumerable merchandise cars set back to the second day, because they did not have six tons. This condition is not confined to particular stations, nor days. Moreover, much merchandise formerly loaded direct is now being loaded over transfer to make the minimum. This creates wasted car-days at origin and transfer points, offsetting the total economy. What is the economy being used for? It has no value to the defense effort if the result is merely statistics showing fewer merchandise cars loaded. These statistics are not an end in themselves but should be only a means to an end—namely, transportation efficiency for the war effort.

For the 20 weeks ending May 16 closed car loadings increased 25 per cent over 1940, while open-top increased 29 per cent, but the closing of non-essential business and the use of fewer cars in merchandise loadings, together with probable heavier loading of carload shipments, caused loading of closed equipment for the week ending May 16 to be 8 per cent less than in 1941 while the war effort caused open-top loading to increase 53 per cent.

If A. A. R. figures segregated open-top and closed-car loadings in their grouping, the contrast would be even greater. There has been no saving of truck-miles and rubber from this effort—possibly even an increase.

This order, quite likely, if liberal and wisely-directed exceptions are made to it, may accomplish favorable results—and such should be the objective of all concerned with obeying or enforcing it. Nevertheless, it is well to face facts. The decline in l. c. l. loadings is *not* an accurate gage of the contribution which this order has made to the efficiency of railroad transportation—nor does it indicate that an equivalent number of *needed* cars has been added to the effective car supply.



Looking West Over the New Servicing Facilities, Where Complete Trains Are Serviced at One time

C. & N. W. Streamlines Its

UNTIL recently, and with growing difficulty as the number of Diesel-powered streamlined trains which it operates has increased, the Chicago & North Western was servicing these trains, now nine in number, including the City of San Francisco, the City of Los Angeles, the City of Denver, the City of Portland and five "400" trains, at a make-shift ramp arrangement in Chicago. Today, these old facilities are gone, and the road is now servicing these trains at the largest and best-equipped facilities of their kind in the country, including three long inspection pits and all of the equipment and auxiliary facilities necessary for the expeditious and economical inspection, cleaning, restocking, refueling and light repairing of these trains, including the changing out of car wheels, in quick turn-around service.

Complete Servicing Facilities

Utilizing the most advantageous site available, the new servicing facilities are located along the main line of the road to the West, five miles from the road's terminal station near the center of the city, and directly south of the company's extensive locomotive and passenger car shops. A group of passenger car storage tracks that occupied this site was rearranged and reduced in number to make the area available.

The new facilities lie in a group of 10 parallel east and west tracks, but include essentially only the four more northerly of these tracks, three of which, on 21-ft. centers, are served by Diesel locomotive and car inspection pits of concrete construction, each with an overall length of 1,592 ft., and by continuous intermediate and outside ground-level platforms. All of the pits, or the platforms, are served by water, compressed air, steam and electric power at frequent intervals, and the Diesel pits, in addition, are served by fueling and sanding facilities. Special service facilities forming a part of the layout include a streamliner office; a shop and stores building 302 ft. long by 80 ft. wide; three small Diesel engine service buildings directly alongside the locomotive pits; a Propane bottling plant; a carpet-cleaning shed; an incinerator for disposing of garbage and general waste; a high-pressure air compressor plant; and a filter-cleaning shop, where the filters of the car air-conditioning equipment are reconditioned in a cleaning solution and subsequently dried in ovens before re-application in the equipment.

The entire arrangement of the new streamliner facilities is predicated on the handling of trains in a back-up movement through the plant, in the same relative position that they are backed out of the passenger station after a road run. Following servicing, the trains are backed off the pits to the north onto the curved tail track of a wye arrangement, from whence they are headed out to the west on a new hold track parallel to the main tracks, and then backed into the station, ready to head out in their regular service runs.

The Diesel Servicing Pits

The outstanding feature of the servicing facilities is the pit and platform arrangement, designed to permit the inspection, repair and servicing of entire trains at one time—trains including the power units and as many as 17 cars—under the most favorable conditions. To this end, and in line with the back-up operation through the plant, the Diesel locomotive pits are all located at the east end of the layout. These pits, which for each track are 230 ft. long—long enough to take the largest group of power units on any of the road's streamlined trains—are of reinforced concrete construction, with a maximum depth below base of rail of 39 in., a depth which was determined after considerable study as the most comfortable working level for men carrying out necessary operations on the underside of the power units. The minimum depth of these pits is 34 in., which occurs at about the midpoints of their length as the result of the longitudinal slope provided in their bottoms to afford ready drainage.

The walls of the pits are rectilinear upright masses,

18 in. thick, poured monolithic with 12-in. bottom slabs, and these are flanked along their outer sides throughout their lengths with jacking pads 54 in. wide and 24 in. thick. A special feature of these pits is that their side walls, which carry the track rails, extend 5 in. above the top surface of the jacking pads. Thus, jacking operations can be carried out at any point along these pits, and the power units as a whole are elevated somewhat above the adjacent working level, simplifying inspection and any work that must be carried on along the sides of the units, especially the application of brake shoes. At the same time, the raised pit walls and rails, elevating the train equipment, reduced materially the amount of excavation required for the pits, and will afford a special advantage during the winter in the event of heavy snow conditions.

The Diesel pits are not equipped for the dropping and replacing of truck wheels. For work of this character, the heavy locomotive units of the transcontinental and Denver trains are taken to either the road's main locomotive shop, north of the inspection facilities, or to its terminal enginehouse nearby, at both of which points suitable drop pits and machine shop equipment are available. However, for removing trucks from any of the road's "400" train Diesel locomotives, for any kind of truck, wheel or motor work, the locomotive is moved to a small transfer table several hundred feet east of the inspection pits. Here, the body is jacked up and the truck is moved into the truck shop under its own power, by utilizing power from shop power lines through a cable connected to one of the truck motors. A spare truck for the "400" Diesel locomotives is available to avoid delaying trains.

Car Pits Served by Wheel Drop Pits

The car pits, separated from the Diesel pits by a distance of 32 ft. to afford a continuous fire and service roadway across the pit tracks and greater space for head-end work on the first car units, such as air and steam-

Streamliner Servicing at Chicago Terminal

Carefully developed layout involving three slightly elevated tracks and pits 1592 ft. long, with full complement of auxiliary facilities, greatly expedites train handling

General View of the Facilities Just Prior to Completion, showing the Diesel Inspection Pits in the Foreground

Above—Pair of Streamliner Car Wheels on Telescoping Jack Being Delivered Out of One of the Wheel Pits. Below—Wheels Rolling From Cross-Rails to Wheel Trailer for Movement to the Machine Shop

line testing, are each continuous pits, 1,330 ft. long, designed specifically for the various classes of work required on the particular type of equipment involved. Fundamentally, these pits are similar in design and construction to the Diesel pits, with raised running rails, although they differ in certain details and in the fact that each is equipped with a series of drop pits for changing out wheels. The depth of these pits below the base of rail, to bottoms sloped longitudinally to a series of low points for drainage, is only 16 to 21 in., to best meet the requirements of underside work, and to facilitate getting into and out of the pits.

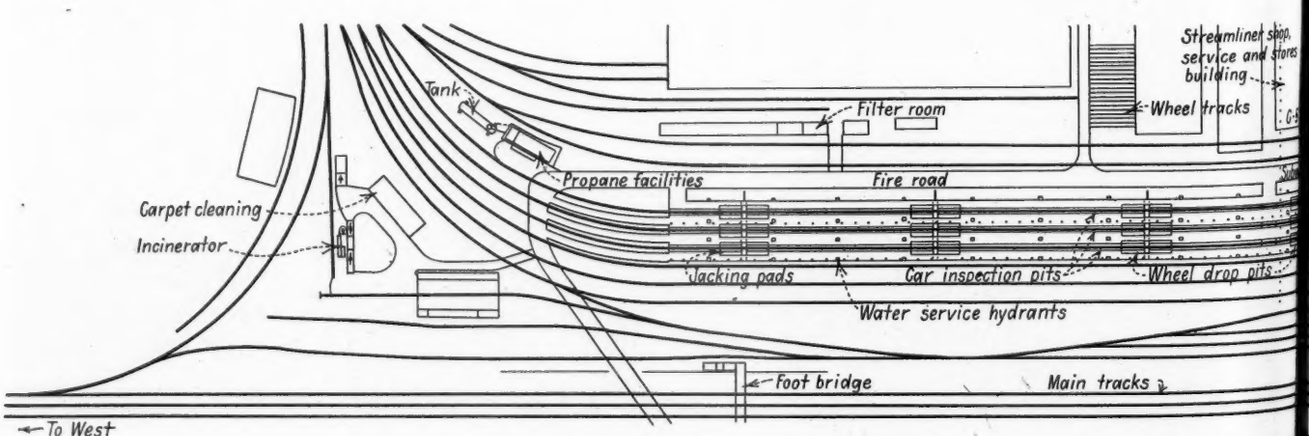
In all cases the rails rest directly on the concrete pit walls, without plates or cushions of any kind, and are anchored in place by means of bolted-down rail clips, the bolt heads of the assemblies being anchored in the concrete. As a special precaution against creeping or unequal expansion, which would cause difficulty at the different breaks in the rails at the drop pits, the rails are also tied against movement in either direction by a series of strip anchor bars, bolted to both the concrete walls and on the rail webs.

With varying lengths of cars and wheel bases in the different trains to be serviced, it was impossible to provide any drop pit arrangement that would permit the simultaneous dropping of any large number of wheels from any but one train. Therefore, a plan was decided upon that calls for six drop pits, spaced from 165 ft. to 250 ft. center to center, which permits the dropping of six pairs of wheels from one of the largest and newest trains simultaneously, and the changing out of the wheels of the other trains with a minimum of shifting of the train units. At each of the drop pits, the inspection pits are equipped with concrete jacking pads, these pads, built integral with the pit walls, being 7 ft. 4 in. wide and 24 in. thick, and extending 27 ft. 6 in. each way from the drop pits.

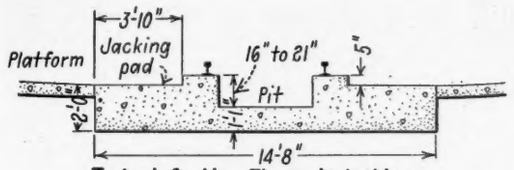
The wheel drop pits are of more or less conventional design, and those directly opposite in adjacent tracks are connected laterally by means of a concrete tunnel through which the wheels are handled by a wheel-mounted telescoping-type jack operated on a narrow-gage track. To permit the dropping of wheels, the through rails over each drop pit are equipped with removable sections, 61 in. long. These sections are so mounted on rocker castings at their ends that they can be readily rolled outward to afford the rail opening desired, or backward to a pin-locked normal position, forming continuous running rails. Unlike the rail generally over the inspection pits, which is second-hand rail of 100-lb. section, the short rocker rails which bridge the drop pits and thus carry the train equipment and supported only at their ends, are of new 112-lb. section. Details of the rocker rail assemblies, in both open and closed positions, are shown in one of the accompanying illustrations.

Concrete Platforms

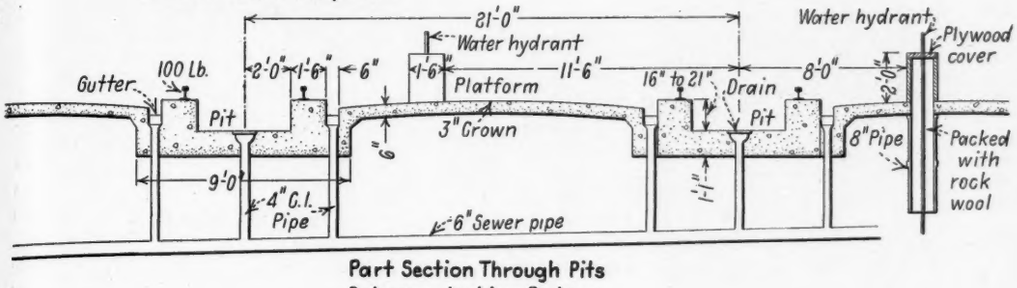
The platforms between the three pit tracks and alongside the outer tracks are all of concrete, reinforced with wire mesh. Between tracks, the platforms are 14 ft. wide, while those along the outside are 9 ft. 6 in. wide. All of the platforms are 6 in. thick, are well crowned for quick drainage, and are connected at both ends by cross roadways giving paved access to each other and to



General Plan of the New Streamliner Servicing Plant of the North Western at its Chicago



Typical Section Through Jacking Pads at Wheel Drop Pits



Part Section Through Pits Between Jacking Pads

Typical Sections Through the Car Inspection Pits, Showing Details of Their Construction

all of the general streamliner servicing facilities. Connecting the various platforms, also, to permit the passage of employees from one platform to another when the pit tracks are occupied by trains, is a reinforced concrete subway, which is well drained and lighted. This subway is located at about the mid-length of the pits, and almost in direct line with the streamliner shop and stores building.

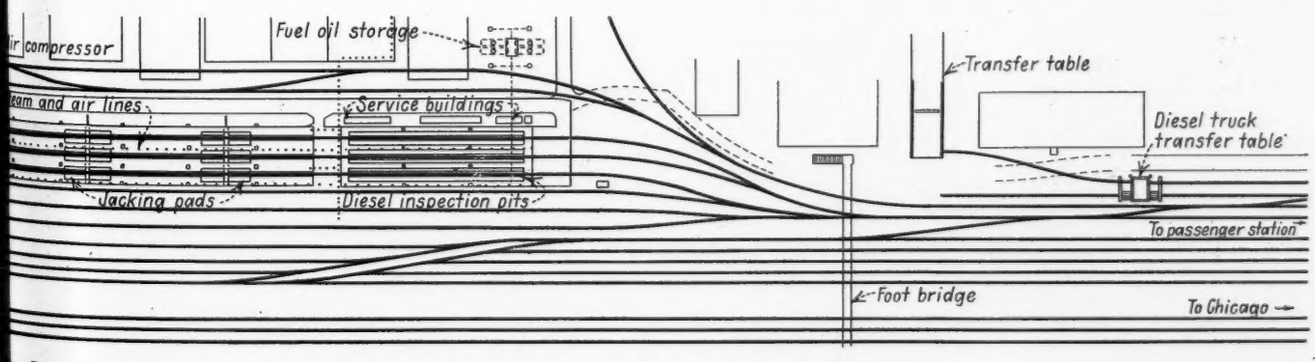
Between successive jacking pads of the different pits, all of the platforms are equipped with gutters for the quick disposal of rain and washing water, affording favorable working conditions, these gutters being covered with specially designed gratings of locomotive front-end screening to keep out debris. Water from all of the gutters and from all of the low points in the various pits and the subway, is carried off by a series of 20 lateral drainage lines of 6-in. vitrified clay pipe extending beneath the pits and connected through manholes into a 15-in. sewer along the north side of the layout, just beyond the limits of the fire road.

Oil and Water Service

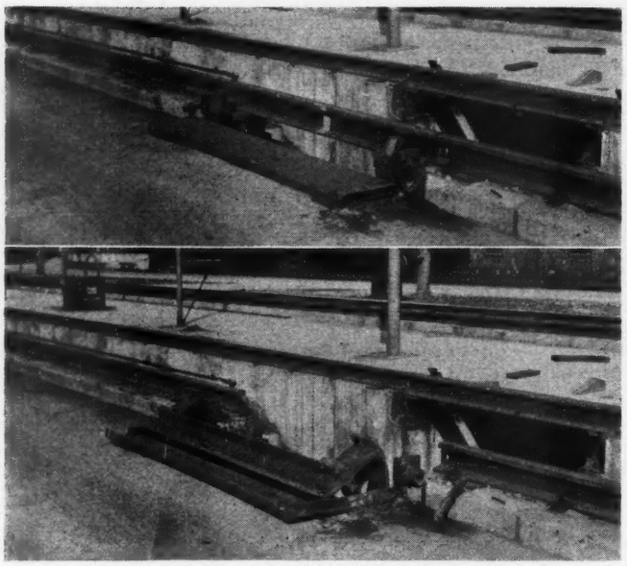
For cleaning and servicing the trains, the various platforms throughout the layout are, as already mentioned, served with water, compressed air, steam and electricity, and the Diesel pits, in addition, are served with fuel oil. This latter service is provided from a fuel oil station immediately north of the Diesel pits, which includes four buried oil tanks, three of 10,000-gal. capacity and one of 8,000-gal. capacity, and a pump house, housing two small electrically-driven centrifugal pumps. The incoming oil supply is received in tank cars and is unloaded by gravity into the storage tanks. From the tanks, the oil is pumped by the centrifugal pumps to two 2½-in. galvanized iron pipe fueling lines, one lying along each of the two more southerly Diesel pits. Five separate valved outlets in each of these lines, spaced from 50 to 70 ft. apart, and equipped with suitable lengths of oil hose, provide for refueling the Diesel units in any position on all three pits.

For water service at the facilities, the entire layout is served by a buried 8-in. Transite pipe water line along the north side, with two 4-in. cast-iron laterals, 80 ft. apart, providing hydrant outlets at each of the Diesel pit platforms, and with 3-in. cast-iron laterals at intervals of 68 to 106 ft., providing hydrants throughout the lengths of the car pit platforms. Thus, for car washing, general cleaning and drinking water, there are a total of 72 well-spaced hydrants throughout the layout, requiring a maximum length of service hose of only about 50 ft., and in most cases considerably shorter, for the various water-servicing operations.

The hydrants in all cases are located toward the south sides of the platforms, permitting trucking on the north sides, while not interfering with walking on either side. These hydrants are of a home-made type, built up with standard pipe and fittings, but designed to prevent any possibility of contamination or freezing. Essentially, each hydrant consists of a 1-in. galvanized iron pipe riser from the water main, extending upward to the platform level through a section of 8-in. vitrified clay pipe packed with rock wool. Above the platform level, the riser pipe extends upward through a wood box packed with rock wool, the pipe terminating in an 180-deg. bend downward at a level about 44 in. above the platform and being fitted with a standard hose coupling thread. The shut-off valve of the hydrant is near the platform level and is operated by means of a hand wheel



...g Arrangement of Tracks, Pits, Water Hydrants, Steam and Air Lines and Auxiliary Facilities



Above—The Rocker Rails at One of the Car Wheel Drop Pits in Position for Through Movement. Below—One of the Rails Rolled Out of Alinement

which extends through the box enclosure. A hand-operated back drain valve, directly above the service valve, is provided to free the pipe above of water during freezing weather. As a further precaution against freezing during severe winter weather, each hydrant riser is wrapped with an electrical heating element which is thermostatically controlled.

Steam and Compressed Air

Steam and compressed air throughout the servicing area are carried in overhead pipe lines mounted on two lines of iron pipe standards, one extending throughout the length of the more northerly intermediate platform, and the other along the full length of the outside platform serving the most southerly pit track. In both cases, the pipe carriers consist of 4-in. iron pipe uprights, 16½ ft. high, spaced from 17 to 20 ft. center to center, and, likewise, in both cases, they are located toward one side of the platform so as not to interfere with trucking operations.

Each line of standards carries three pipe lines—a 3-in. insulated steam line, supplying steam at 90-lb. pressure, and two air lines, one, 3 in. in diameter, supplying air at 35 to 50 lb. pressure, and the other, a 2-in. line, supplying air at 120 to 140 lb. pressure. Steam for heating and for melting snow and ice from trucks and the running gear generally is furnished by the general shops power plant and is made available along the various platforms by means of drops, with snap hose couplings, at intervals of approximately 95 ft.

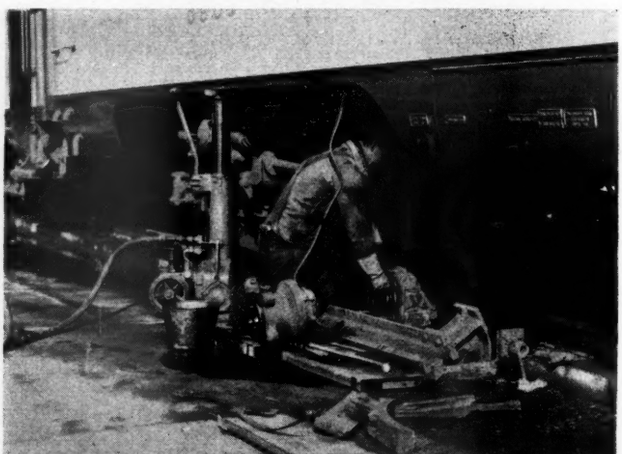
The low pressure air at the platforms is also furnished by the general shops power house, and is used for a variety of operations, including blowing and cleaning. The high pressure air, on the other hand, used essentially for brake testing and the operation of car jacks, power tools and the telescoping jacks in the drop pits, is furnished by a new air compressor housed in one of the car shop buildings located centrally along the north side of the layout. One-inch drops from both the high and low-pressure lines, all with snap hose couplings, afford air service to all points along the four platforms.

Electric power at the facilities is supplied from the general shops substation and is distributed from pole line circuits along the north side of the facilities, with underground conduits branching at intervals of 75 to 150 ft. to serve the various pits and platforms. At all of these cross-conduit points, extension-cord waterproof lighting receptacles are provided, and also, at suitable intervals, 440-volt receptacles are provided for battery charging and the operation of portable tools and machinery. Other circuits in the electrical system provide for fixed illumination in each of the wheel drop pits and the subway, and for control of the pumps of the fueling plant from points directly alongside the Diesel locomotive pits.

In addition to the direct illumination provided along the platforms and in the pits, general illumination about the servicing facilities for night operation is afforded by four 2,000-watt, 18-in. Pyle-National floodlights, two at each end, mounted on 50-ft. poles.

Well Laid Out Service Building

The streamliner service building included in the new layout is a former car shop building, 302 ft. long by 80 ft. wide, which was suitably divided and refitted to provide Pullman and company shop and stores facilities exclusively for the servicing of streamlined trains. The building, of brick wall construction with a frame roof, lies immediately north of and at right angles to the servicing pits, and about midway of their length, with direct

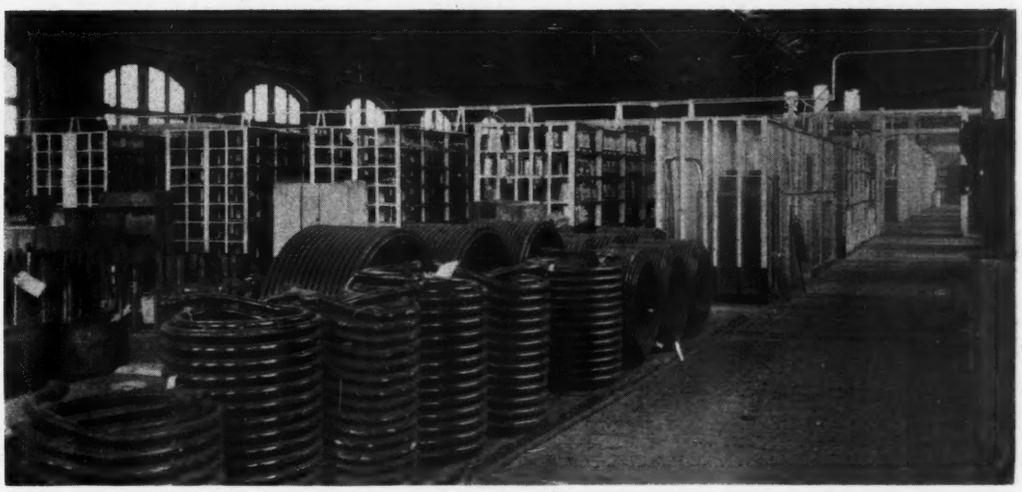


Re-Applying a Pair of Newly-Turned Wheels Under a Car With the Car Body Supported on Jacks

connection over paved roadways and through the workmen's subway with all of the servicing platforms.

The front end of the building, to a depth of 17 ft., was used formerly for shop offices, and, re-divided to provide additional toilet facilities, is still used essentially for offices—now, however, exclusive to the streamliner servicing work. Behind this area, in the broad expanse of the building, former track areas were covered over to provide a continuous plank floor, and suitable wood and wire mesh partitions were installed to meet the space requirements of the Pullman Company and the railroad car and stores departments.

The Pullman facilities, including a linen room, a commissary room, a storeroom, an upholstery and paint shop, a heavy material storage room and a foreman's office, occupy an area approximately 120 ft. long by 40 ft. wide along the east half of the building toward the south end. The west half of the building at this same end, which is used exclusively by the road's car department, is divided essentially into a men's locker and mess room,



Interior of the Streamliner Service Building, From the Stores Department End

a car cleaner's supply room, a mechanical shop and a truck repair shop, each tooled or otherwise equipped to take care of the work called for, including air-brake work, sheet metal and pipe work, welding, and air-conditioning unit repairs.

To the rear of the Pullman and car shop areas, the remainder of the building, an area of approximately 10,000 sq. ft., is occupied by the stores department as an exclusive streamliner stores. With the exception of a small office area, this area is laid out with an orderly arrangement of steel shelving and bins, with certain subdivided floor areas for the storage of heavier materials and parts.

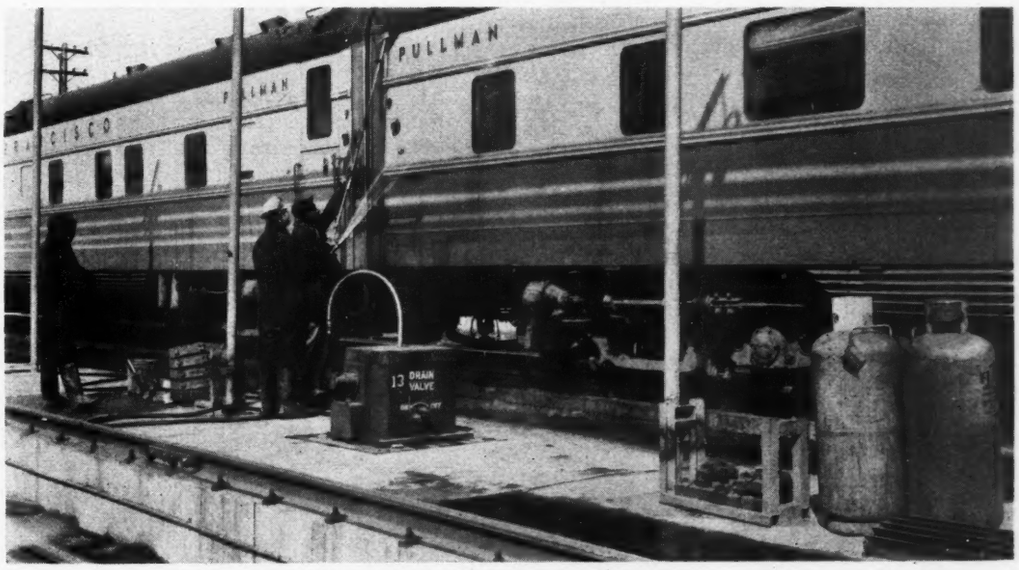
Other Auxiliary Facilities

The small Diesel shop buildings in the layout, referred to earlier, include four metal building units located directly along the north side of the most northerly Diesel inspection pit, but within easy reach of all of the pits. One of these buildings, 56 ft. long by 7 ft. wide, is essentially a workmen's locker room, equipped with toilet facilities; another, 74 ft. long by 7 ft. wide, provides a 20-ft. oil room, a 34-ft. mechanical shop and a 20-ft. electrical shop; still another, 30 ft. long by 7 ft. wide, is used as an office; while the fourth, 8 ft. long by 7 ft. wide, is used for the storage of Diesel cylinder liners.

The incinerator included in the facilities, which is located well beyond the west end of the servicing pits, alongside a stub-end service track of its own, is of interest primarily because, except for a concrete ash clean-out pit, it is constructed entirely of second-hand or scrap material. Above the pit, the incinerator itself is an old locomotive firebox and section of boiler, surmounted by a 15-ft. stack, with the fire floor about 3 ft. above the ground level. At this level there is a plank platform, reached by a two-way timber ramp, which is extended to the adjacent service track for the disposal into cars of non-combustible refuse such as cans and other food containers.

The carpet-cleaning platform, 76 ft. long by 24 ft. wide, and located near the incinerator, is a covered area of frame construction throughout, designed to permit the cleaning of car aisle runners entirely under cover, and yet open on all sides to the atmosphere. Cleaning here is by means of a blower system, which blows air upward through the carpets, forcing the dust and dirt into the surrounding air.

The Propane plant in connection with the servicing facilities, which is essentially a car unloading and gas bottling plant for refilling the gas cylinders employed on the streamlined trains, is located about 300 ft. west of the inspection pits. This plant consists essentially of an elevated, covered concrete platform, 70 ft. by 25 ft., with a small metal enclosed motor and compressor house at one end, and with a tank-car size supply tank located



Facilities Are Provided for the Quick and Efficient Cleaning of Passenger Car Exteriors

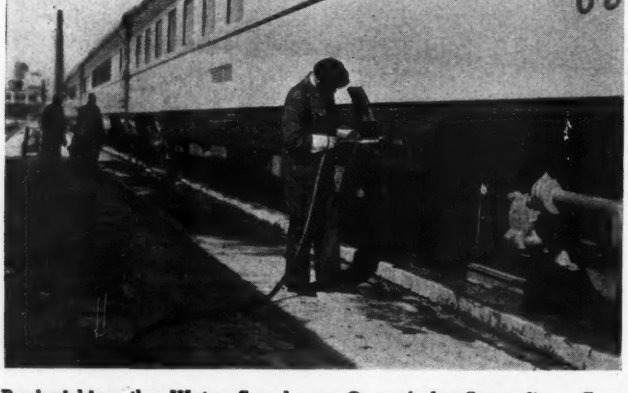
How a Waukesha Ice-Engine Unit Is Easily Pushed Back In Place Under the Car After Being Pulled Out for Inspection

nearby, served by car unloading facilities on an adjacent track. The Diesel truck transfer table referred to earlier in this article for changing out the trucks of the Diesel locomotives of the road's "400" streamlined trains, is located about 700 ft. east of the east end of the inspection pits, between a stubbed pit track and a second track leading directly to a large transfer table serving one of the road's main shop buildings. The truck transfer table, which was moved from the road's former streamliner servicing facilities, is set in a new concrete pit equipped along both sides with concrete jacking pads. The use of this table is confined to the Diesel units of the "400" trains, as mentioned previously.

Method of Operation

In the operation of the new servicing facilities generally, the streamlined trains are backed out from the road's Chicago station and directly into the plant on any track which is available, all tracks being long enough to accommodate any of the trains. The power units are then cut off and moved forward over their own servicing pits, thereby establishing the service and fire road crossing over the three tracks, between them and the next cars of their trains. Cars are spotted over the pits without being separated, except on rare occasions when a large number of wheels must be changed, in which event the trains may have to be broken into two or more parts. All movement of the cars to spot wheels over the drop pits is done by a portable electric car puller, a wheel-mounted unit with a 10-hp. motor, which is capable of moving entire trains. Following completion of this work, it takes from 7 to 10 min. to turn a train on the wye west of the plant for movement to the Chicago passenger station. Wheel changes at the plant are made in about 20 min. per pair. After jacking up the car, the telescoping jack in the pit engages the car axle and lifts the wheels. Freed of the wheels, the rocker rail sections over the pit are revolved to each side and the wheels are dropped. In the pit, the wheels are carried by the jack through the pit tunnel to the north side of the layout, directly alongside the concrete fire road on this side, where they are raised, turned, lowered onto a short section of extension track just above the ground level, and then rolled outward onto a specially designed trailer, on which they are moved to wheel storage tracks adjacent to the wheel shop, pulled by a pneumatic-tired tractor. The reverse operation is followed in putting wheels under the cars, after which the tie straps are applied and the brake rigging is put back into place.

Brush-washing is used in cleaning the exteriors of cars, employing high-pressure water and an oxalic acid solution. The interior cleaning of the cars is featured by the use of wax, no water being applied on the color finishes. Low-pressure air is used in Pullman cleaning work, but the railroad in its similar work utilizes electric vacuum sweepers.



Replenishing the Water Supply on One of the Streamliner Cars Note Water Hydrant at the Left

Method of Removing Empty Propane Gas Cylinders from Cars and Replacing Them with Charged Cylinders

Diesel Locomotive Servicing Operations

In servicing the Diesel motive power of the Pacific Coast streamliners and four "400" trains, car department forces are responsible for washing down and cleaning the exterior surfaces, inspecting wheels for flat spots or other defects, checking springs, renewing brake shoes when necessary, checking and re-filling roller bearing boxes to the required oil level and removing air filters to the shop where they are thoroughly washed, dipped and dried before replacement.

In cold weather, the first operation after spotting the locomotive over its pit is to couple on the steam line so as to keep the engine room temperature at the desired level to prevent the oil from congealing. The locomotive is left by the crew with Diesel engines running and mechanical inspectors check for leaks in all fuel lines. They also check oil lines and listen for unusual engine noises. The mechanics then shut down the engines and

(*Continued on page 1087*)

Pitcairn Elected President of Wabash

Company earns 5.47 times fixed charges in first quarter of 1942, or highest rate in history

Norman B. Pitcairn

NORMAN B. PITCAIRN, co-receiver of the Wabash since 1933, was elected president of the newly organized Wabash Railway Company at the annual meeting of the company in New York on May 21. At the same time Frank C. Nicodemus, Jr., co-trustee, was elected counsel; N. S. Brown, counsel, was elected vice-president; A. K. Atkinson, chief financial and accounting officer, was elected vice-president, secretary and treasurer; G. G. Early, chief traffic officer, was elected vice-president in charge of traffic; and G. H. Sido, chief operating officer, was elected vice-president in charge of operations. The reorganization of the Wabash became effective on January 1, 1942, and since that time these officers have acted in their new capacities pending their elections at the annual meeting of the company on May 21.

Mr. Pitcairn was appointed receiver of the Wabash on October 19, 1933, after serving two years as president of the Detroit, Toledo & Ironton, where he had demonstrated his ability to pilot a railroad through a period of drastic declines in revenue. So skillfully were expenses of the D. T. & I. controlled in 1931 and 1932, that the operating ratio increased only from 60.3 in 1930, to 70.1 in 1931, and 73.6 in 1932. This experience proved of value to him in the operations of the Wabash during its receivership.

Freight and operating revenues of the Wabash declined so drastically in the years following 1929 that, despite large reductions in operating expenses, deficits, after fixed charges, were reported subsequent to 1930. A part of this was due to large increases in funded debt and fixed charges. Fixed charges increased from an average of $4,494,000 annually in the three years 1923, 1924 and 1925 to $6,965,000 in 1928 and to $7,971,000 in 1932. In 1931 only 8 per cent of fixed charges was earned and in 1932 only 17 per cent. Thereafter, slow but rather steady improvement occurred, with the result that in 1934 interest charges on all bonds senior to the defaulted refunding and general mortgage issues were just about earned in full. Such senior charges were earned in 1935, 1936 and 1940, and almost earned in 1937 and 1939. Through 1936, despite the low level of earnings, interest on all issues senior to the refunding and general mortgage bonds was paid, partly with funds obtained from the sale of receiver's certificates to the Reconstruction Finance Corporation.

Under the reorganization plan which became effective on January 1, the capital structure was reduced from $330,759,265 to $192,647,795, and total fixed charges were reduced from $7,391,362 to $2,558,418. During the first three months of operation under the reorganization, gross revenues amounted to $15,546,023, compared with $13,336,176 in the first quarter of 1941, while the net income amounted to $1,067,006, compared with $475,491 earned during the first three months of 1941. As a result, the earnings of the company in this quarter were 5.47 times fixed charges before income taxes, as compared with 1.34 times in the first quarter of 1941.

The properties operated by the Wabash include 2,409 miles of lines extending from Kansas City, Mo., Omaha, Neb., Des Moines, Iowa, and St. Louis, Mo., on the west to Chicago, Toledo, Ohio, and Detroit, Mich., on the east. It operates under trackage rights over the Canadian National from Windsor, Ont., to Buffalo. While the principal cities served by the Wabash are also served by other trunk lines, its rails afford efficient routes for the handling of traffic in competition with other principal railroads in the eastern trunk line territory. In addition it furnishes transportation service for many communities not reached by other railroads.

About 91 per cent of its freight tonnage comes from three classifications—products of agriculture, mines and manufactures and miscellaneous. In these groups, wheat, corn, flour, fruits and vegetables, bituminous coal, gravel and sand, petroleum oils, iron and steel, automobiles and auto trucks are the most important. Important connecting traffic, which represents the bulk of its revenue tonnage, is represented by bituminous coal, fruits and vegetables, iron and steel, and petroleum oil. Inas-

(*Continued on page 1087*)

Pere Marquette Improves Passing Tracks and Signaling

General View of Complete Spring Switch Layout

Lengthens eight sidings and removes twelve in 123 miles—Installs centralized traffic control on 28 miles, and respaces automatic blocks on the remaining sections

THE Pere Marquette has recently completed extensive changes and additions to the passing tracks and signaling on 123.6 miles of its main line between Grand Rapids, Mich., and Plymouth, which is a part of its through route between Chicago and Detroit. The line is double track between Detroit and Plymouth, 24.5 miles, as well as between Grand Rapids and Seymour, 3.9 miles. Between Plymouth and Seymour, 123.6 miles, the line is single track except for 2.7 miles of double track through Lansing.

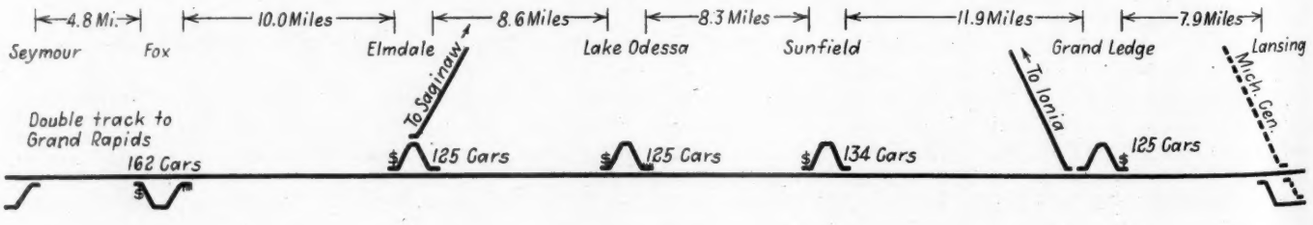
These passing tracks and signal changes became necessary on account of a series of developments in which other factors which enter into train operation on this division were so far advanced that inadequacy of passing sidings, the locations of signals and the use of hand-operated switches prevented realization of the full benefits of the higher capacity locomotives recently installed. The signals and passing tracks on the division were installed for the operation of shorter trains at much lower speeds than prevail today. The side tracks were too short and were spaced too close together to permit handling full tonnage fast freight trains economically.

During the peak periods of the year, as many as 28 to 30 trains a day are operated over the westerly section of the division between Grand Rapids and Elmdale, a distance of 22 miles, including 4 passenger trains, 4 mixed trains, and 20 or more through and local freight trains. Two mixed trains and from two to four freight trains operate over the division only between Grand Rapids and Elmdale, at which latter point they are diverted over a branch line to Saginaw.

Grade Conditions

Between M. P. 24 at Plymouth and M. P. 33 the difference in elevation is 250 ft., with a maximum ascending grade of 0.95 westward, and a helper locomotive is therefore coupled at the rear of each westbound tonnage freight train over this section. The return of these helpers to Plymouth adds to the movements. Between M. P. 33 and M. P. 148 at Seymour, the grade is rolling, with maximum ascending grades up to 1 per cent in each direction; in one instance, at M. P. 120, there is 2,000 ft. of 1.8 per cent grade westward. As all of these grades are short, the locomotives can handle rated tonnage, provided the trains are not required to stop. The maximum authorized speed is 70 m. p. h. for passenger trains and 50 m. p. h. for freight trains. Unless otherwise specified in time table or marked by speed signs, the speed of passenger trains on curves is restricted to 60 m. p. h., and of freight trains to 50 m. p. h.

Prior to the recent improvement program there were



Plan Showing the Locations and Car Capacities

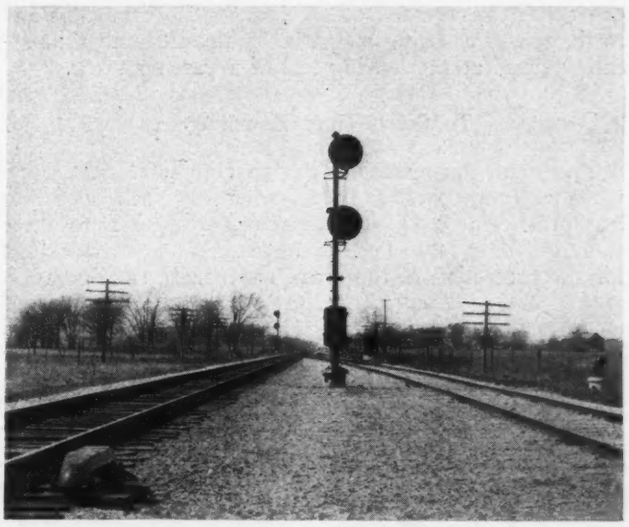
24 passing tracks, spaced an average of five miles apart on the 123.6 miles between Plymouth and Seymour. Through Lansing, there is 2.7 miles of double track and a yard track is also available for use as a passing track. Two of the sidings had capacities of 52 cars and six had capacities of 60 to 70 cars, while the remainder of the sidings had capacities ranging from 80 to 91 cars. Semaphore automatic block signaling, using the over lap control system, was installed on this territory in 1913-1918. An intermittent inductive train stop system was installed in 1925.

Time-Distance Spacing of Sidings

Within the last few years, new freight locomotives have been purchased for use on this division which have a rated tractive effort of 70,000 lb. and are capable of a sustained speed of 50 m. p. h. with rated tonnage. The over-night merchandise trains between Detroit and Chicago usually handle about 45 loaded cars. Other trains handle 80 to 100 cars, and trains with a considerable number of empty cars may run up to 110 or more cars. With the longer trains and the inadequate length of sidings, the frequent necessity for "sawing trains by" on this division interfered seriously with train operations, either through delays or the restriction of train lengths to that of the short sidings. The conclusion, therefore, was that the passing tracks should be spaced on a time-distance basis, and, in train time, the distance should be at least 12 minutes. As applied to trains operated at 50 m. p. h. on track including no grades which result in decreases from normal speed, the spacing is about 10 miles.

On this basis, 12 passing tracks were removed, and 8 were lengthened to hold about 125 cars. Where practicable, the extensions were located so that trains would not be on ascending grades when entering. At South Lyon, for example, the passing track was purposely extended to the west to have a total capacity of 150 cars so that a train of 125 cars could stand west of the street crossings, thus obviating the necessity for cutting trains for crossings. Similarly, the passing track at Fox was extended to a total capacity of 162 cars to enable tonnage trains to get a downhill start in either direction.

The extensions to the passing tracks were constructed with rails and fastenings which were removed from the passing tracks that were abandoned. A total of 23,769 ft. of track was relocated, and 25,199 ft. was retired. The saving in maintenance of passing tracks is about $2,500 annually. At some of the passing tracks, only one main line switch was removed, thus leaving a connection to a house track. As a whole, the program resulted in the elimination of 23 main line turnouts and 9 side track turnouts, thereby reducing the turnout maintenance costs about $2,000 annually. New No. 16 turnouts with 30-ft. points were installed at the new passing track locations.

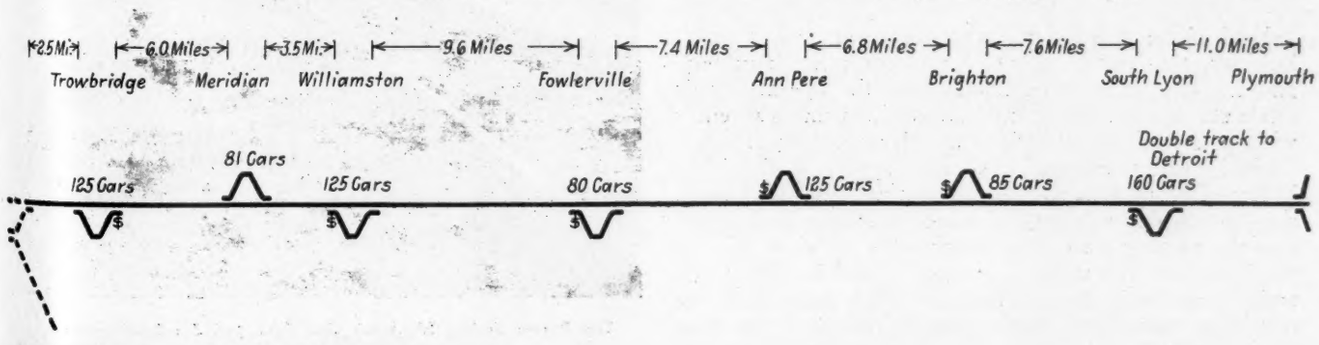


Signals and Train Stop Inductor at the End of a Passing Track On C. T. C. Territory

To Facilitate Leave-Siding Moves

In the previous arrangement, especially where curves and adverse grades were involved, excessive delays were incurred when trains were pulling out of passing tracks. Where curves and buildings obstructed the engineman's view to the rear of his train, he could not know when the rear end was out on the main line, and the brakeman had closed the switch and boarded his train. Although train length markers were provided, the uncertainty required that the engineman let his train drift at slow speed for a considerable distance. Therefore, a major item in the improvement program was to install spring switches at the locations where grades and curves were adverse for trains pulling out of the passing tracks, a total of nine spring switches being provided.

When locating the spring switches, preference was given to the west switches of passing tracks because westward trains are inferior in direction and the preponderance of loaded cars move westward. On the average, westbound trains handle about 4,000 tons, as compared with 3,000 tons for eastbound trains. The passing tracks at which spring mechanisms were installed at the west switch, and hand-throw stands left in service at the east switch, include Brighton, Fowlerville, Williamstown and Sunfield. At Grand Ledge, a spring mechanism was installed at the east switch, and the hand-throw stand was left in service at the west switch. Tests show that at locations where conditions are adverse, a tonnage train

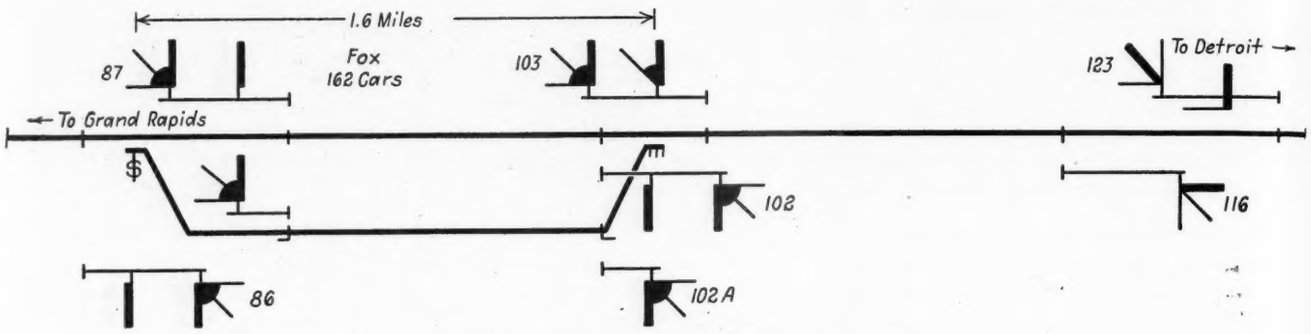


of the Passing Tracks Between Plymouth and Seymour

can depart an average of 12 minutes more quickly due to the use of a spring switch as compared with a hand-throw stand at the leaving end of a passing track.

To Save Time Heading In

The next consideration was to eliminate train stops when entering passing tracks wherever such operation was practicable. At South Lyons and Ann Pere other railroads cross the Pere Marquette, and interlockings for the protection of the crossings include the operation of the east switch of the passing track in each instance. Also at Trowbridge, where the Grand Trunk Western crosses, the interlocking includes the west passing track switch. As a part of the program, spring switch mechanisms were installed at the leaving ends of these three sidings.



Signaling arrangement at the Fox Passing Track

When a westbound train is approaching the east switch of the passing track at Lake Odessa, part of the train is on a 1.8 per cent ascending grade. For this reason, in the previous arrangement, this passing track could not be used by a westbound tonnage train because it could not start again after stopping to permit the head brakeman to reverse the switch. When making the changes, the east switch was moved 1,400 ft. westward to get it over the crest of the grade, and also to get it west of the street crossings. Also a power switch machine was installed at this east switch so that westbound trains can take siding without stopping, and a spring switch was installed at the west switch.

At Elmdale, the switch at the east end of the passing track, as well as the crossover and junction switch for connection to the Saginaw line, are equipped with hand-throw stands, and are lined by the operator on duty at this office. A spring mechanism was installed at the west switch. At Fox, a power switch machine was installed at the east switch and a spring mechanism at the west switch.

Improved Train Operation

With three passing track entrance switches in interlockings, two power operated and controlled remotely, and the one at Elmdale handled by the operator, this totals six of the passing tracks at which trains can enter without stopping, and all of the departure switches at these locations are equipped with spring mechanisms. When close meets are planned at these passing tracks, neither train is required to stop. The first train rolls into the passing track at approximately 25 m. p. h., and the length of the track in excess of the length of the train is available for the train to drift along until the opposing train clears the leaving switch, at which time the train on the siding is accelerated and departs without stopping. Several non-stop meets of this character are being made almost every day. Even when a train is required to make a stop to enter a passing track at one of the hand-throw switches, it saves from 12 to 15 minutes when pulling out through a spring switch.

Previously the passenger trains and the high-ball overnight merchandise trains were given preference by putting other trains on passing tracks for periods which sometimes resulted in excessive delays, this being true especially when several extra trains were being operated. With the new passing tracks and signaling in service, the train performance as a whole has been improved. The schedule trains run on time or can make up time if behind schedule, and the extra trains encounter no serious delays. On the average, the road time of freight trains on heavy traffic days has been reduced about 45 minutes on the 127 miles between Plymouth and Seymour. This obviates the chances for meets at additional passing tracks enroute, and thus the number of meets and attendant delays are reduced. Furthermore, on account of the increased lengths of the passing tracks and the use of power switches and spring switches, the trains can now handle tonnage comparable with the ratings of the locomotives, and still maintain the maximum authorized speeds. Thus the ton-miles per train mile, as well as the ton-miles per train hour have increased without increasing the train miles.

Eastbound freight trains for the Detroit division are made up in and depart from the Wyoming yard, and

The Power Switch Machines Are Equipped For Dual-Control

then operate over the double track through Grand Rapids to Seymour where they enter the Detroit division. On account of the uncertainty as to just when a train will actually leave a yard, the Detroit division dispatcher had to wait until eastward trains were approaching Seymour to plan his train orders, as a result, in some instances, trains had to wait at Seymour for orders. Now with train operation by signal indication between Seymour and Lake Odessa, eastbound train can be accepted at Seymour without delay, and while enroute to Lake Odessa, the dispatcher has time to issue orders effective east of that point.

These improvements are resulting in a reduction of approximately 7,300 train stops annually, each of which effects an average saving of $2.50, thus totaling $18,250 annually. Each hour of train delay eliminated effects a further saving of an average of $3.50, the total annual saving accomplished by this item depending on the number of trains. With the present volume of traffic, these savings will total several thousand dollars during 1942.

Switch Operating Mechanisms

The power operated switch machines are equipped with dual control so that they can be operated by hand when making switching moves. These machines are equipped with low-voltage d-c. electric motors, and each machine is operated from a set of 14 cells of lead-type Exide storage battery rated at 60 a. h. on the 8-hr. rate. These machines are the General Railway Signal Company's Model 5D, with a new feature including an automatic drum-type holding brake, mounted in a separate case on the motor end of the mechanism.

The spring and oil buffer units on the spring switches are the mechanical switchman type furnished by the Pettibone Mulliken Company. Each of these spring switches is equipped with an automatic mechanical facing-point lock mechanism which locks the switch for through moves on the main track but which releases the lock when a train starts to trail out through the turn-out. These facing-point lock mechanisms are the Type A, furnished by the General Railway Signal Company. At each power switch and each spring switch, adjustable rail braces are used on seven ties. In order to minimize shifting, ½-in. by 2-in. tie straps are lagged to the ends of the ties throughout 10 ties. Approximately 500 rail anchors are applied in the vicinity of each spring switch and power switch to insure that the rail does not run and thus prevent correct operation of the locking devices.

At each switch equipped with a power machine or a spring mechanism, the switch points are equipped with roller bearings. These normally support the center (heavy) portion of the switch rails on a large roller so it is lifted clear of the riser plates, thus eliminating friction from dirt or sand. When a locomotive or car is using the switch, the wheels, riding on one switch rail, cause it to pivot downward (on the roller) to its customary position. The roller is housed under a steel channel iron between the ties, as shown in one of the pictures. These roller bearings are furnished by the General Railway Signal Company.

In the automatic block signaling previously in service in this territory, there was a double signal location at each passing track switch, and the intermediate signals were spaced approximately one mile apart. At the passing tracks which were removed, the head-block signals were no longer required, while at the locations where the passing tracks were extended, the signals had to be moved. Furthermore, in order to increase the spacing between the intermediate signals to more than braking distance of the heavier and faster trains of today, the intermediate signaling had to be revised. While making these various changes in the locations of signals, the controls were changed from the overlap scheme to the absolute permissive block system to permit following moves but to prevent opposing moves between any two passing tracks. As a net result, 13 automatic signals were relocated and 42 such signals were removed.

The C. T. C. System

The power switch machines at Lake Odessa and Fox, as well as the semi-automatic signals for authorizing train movements without train orders at Lake Odessa, Elmdale, Fox and Seymour, are controlled by a C. T. C. line-coding system from a control machine. One reason for installing the power switches and C. T. C. signaling between Seymour and Elmdale was that this territory handles the additional trains to and from the Saginaw line. The C. T. C. control machine, code control equipment power machines, and the new searchlight signals were furnished by the General Railway Signal Company.

The switch operation and signaling arrangement at Lake Odessa are the same as at Fox, the layout at Fox being shown in Fig. 2. The signals are the searchlight type. The station-entering high signals 103 displays an aspect of green over red for a through move on the main line, or yellow over red for Approach. Signal 103 displays red over yellow when the power switch is reversed for a westbound train to enter the siding. Under this circumstance, the approach signal, No. 123, displays yellow over green as the Approach-Medium aspect, A. A. R. Rule 282. This use of the Approach-Medium aspect permits trains to be brought up to and through the power-operated No. 16 turnout at the speed for which it is designed, whereas, if the Approach aspect were displayed on the approach signal when the switch is reversed, an engineman, according to rule, would be required to reduce to medium speed at the approach signal and be prepared to stop short of the station-entering signal.

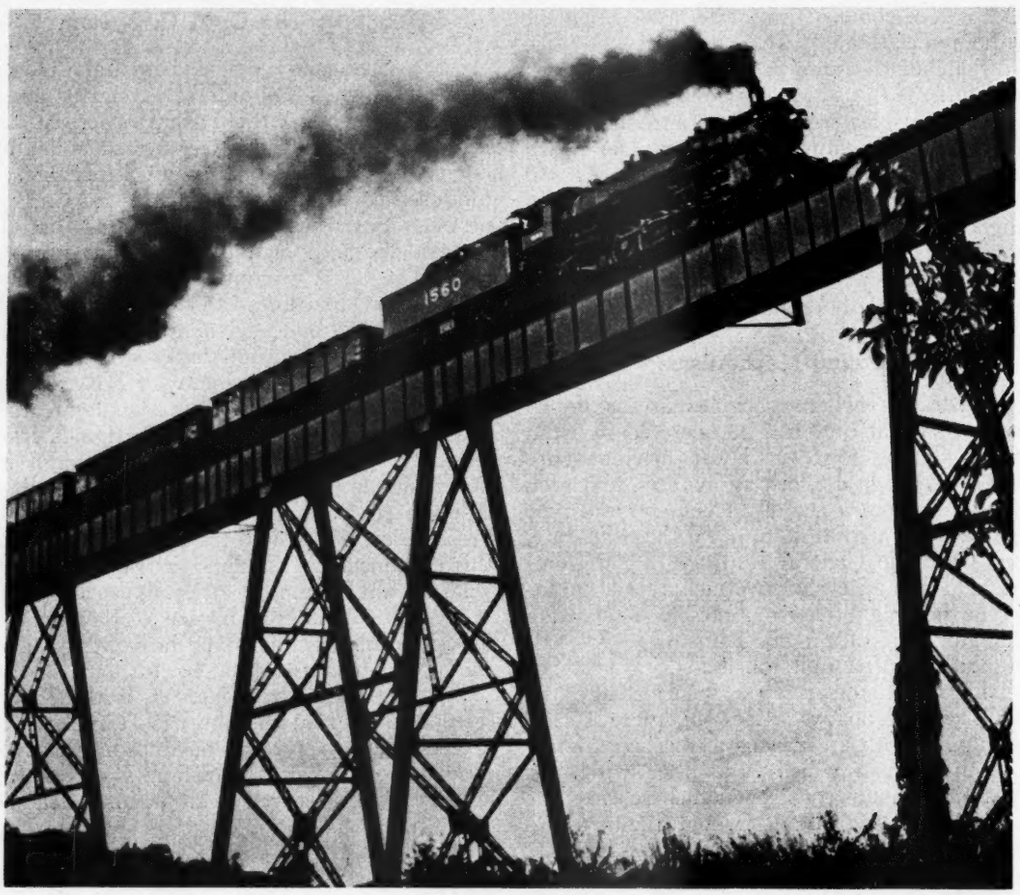
At the west end of Fox, the lower unit of the eastward station-entering signal, No. 86, is non-operative. No aspect is provided on this signal to direct an eastbound train to stop, throw the switch by hand and enter the siding; but if the eastward signal is at stop, the train crew would call the operator for instructions. A leave-siding searchlight dwarf signal such as No. 102A, when controlled manually to authorize a train to pull out, displays yellow if only one automatic block is unoccupied, or green if two or more blocks are unoccupied.

* * *

Photo by Robert Shearman

A Freight Train on the Central of New Jersey Rounds Ox-Bow Bend of the Lehigh River Near Penn Haven Junction, Pa. The Lehigh Valley Main Line Is Just Above the Central's Right-of-Way. This Spot Cannot Be Reached by Highway

Superintendents Consider Wartime Transportation



"Men on the firing line" discuss problems of compelling current interest

A GRATIFYING attendance of more than 150 members and guests greeted President P. M. Shoemaker (superintendent, D. L. & W.) at the opening of the 48th annual convention of the American Association of Railroad Superintendents. The meeting, which was held at the Hotel Stevens in Chicago on May 12, 13 and 14, carried out the announcement that it was to be "a national staff meeting designed to aid operating officers in meeting the problems arising from today's war activities." The addresses and committee reports maintained the high standard customary at this convention and the discussions were also specific and informative.

In opening the convention President Shoemaker emphasized that the superintendent's problem today is to continue to better all operating records, even with reduced facilities. "We are facing the necessity of doing a better job with less," he said, "and the challenge will be met by rolling up our sleeves. We must never be satisfied or complacent, but continue to improve, and to build up in ourselves and in our employees the sense of responsibility and importance.

"We must guard against governing our actions by expedience. For example, scrapping the fast manifest schedules that have been built up in recent years is not in the interest of either the country or the railways. Above all, this is no time for "trade secrets" in railway operation. A free and complete dissemination of ideas concerning efficient practices is essential."

The following officers were elected for the coming year: president, R. J. McDermott, assistant general superintendent transportation, Missouri Pacific, St. Louis, Mo.; first vice-president, E. C. Gegenheimer, superintendent, Pennsylvania, Philadelphia, Pa.; second vice-president, E. J. Stubbs, superintendent transportation, Erie, Cleveland, Ohio; third vice-president, G. T. Coleman, general superintendent transportation, Canadian Pacific, Montreal, P. Q.; fourth vice-president, R. O. Jensen, assistant superintendent, Soo Line, Schiller Park, Ill.; F. O. Whiteman was re-elected secretary-treasurer.

Elmer T. Howson, vice-president and Western editor, *Railway Age,* Chicago, was re-elected a director; and

K. A. Borntrager, superintendent, New York Central, Syracuse, N. Y.; C. H. Lee, superintendent, Nickle Plate, Fort Wayne, Ind.; and T. M. Flynn, superintendent, Northern Pacific, Minneapolis, Minn., were elected directors. Chicago was selected, as usual, for the meeting place next year.

The convention heard J. B. Eastman, director, O. D. T., at the annual luncheon, which was attended by more than 600 railway executives, members of the associations and their guests. During the convention, J. M. Symes, vice-president, western region, Pennsylvania, spoke on The Job We Face. Other speakers were W. C. Kendall, chairman, Car Service division, A. A. R., on the problems of car supply; L. M. Betts, manager, Closed Car section, Car Service division, A. A. R., who described the current grain situation as it affects the railways; and Walter Bockstahler, assistant director, O. D. T., who spoke on l. c. l. traffic, particularly as affected by O. D. T. Order No. 1. F. H. Schleifer, general chairman, Midwest shippers advisory board, spoke on car handling problems from the shipper's viewpoint and Dr. S. G. Hibben, director, applied lighting, Westinghouse Electric & Manufacturing Company, spoke on lighting under dim-out and black-out conditions. C. E. Hill, general safety agent, New York Central, discussed safety in a period of expanding traffic.

Topical and pertinent subjects characterized the committee reports. The subjects considered by the committees included the superintendent's responsibility for public relations; reducing station delays to passenger trains; prevention of damage to freight—the superintendent's responsibility; prevention of rough handling of cars; fuel conservation in the light of 1942 conditions; personnel problems of the superintendent in handling the defense load; operating rules; getting greater use from locomotives; and securing maximum utilization of freight cars.

J. M. Symes Welcomes Superintendents

The convention was welcomed to Chicago by J. M. Symes, vice-president, Western region, Pennsylvania, who spoke on The Job We Face, in part as follows: It is difficult to predict the job we face unless we know what that job will be. The uncertainties of the future prevent my being able to estimate, with any degree of accuracy, just how much traffic the railroads will be called upon to handle. I think I know that we will be called upon to handle more traffic than ever before, and that we will have relatively less facilities and equipment with which to do the job than ever before. That means that we are going to have to increase the capacity of the railroad plant through ingenuity rather than by capital expenditures for new facilities and equipment. The problem is—where are we going to get that ingenuity? It is going to come from all railroad employees and, in particular, from the superintendents—the fellows who are really running the railroads today. Your responsibility in the successful outcome of this war is a tremendous one. You simply have to keep the war materials and men moving to the points needed. There cannot be any slowing up in railroad production, and you are the men who will have to see it through.

If I were holding a national staff meeting of superintendents taking into account the job we face, I would proceed with the following docket:

Increasing transportation production with the equipment and facilities at hand: In order to increase transportation production—gross ton miles per train hour—special treatment and study on each superintendent's division are required. It can be done by (a) increasing the train load without too much sacrifice in train speed, (b) maintaining existing train load and increasing train speed, (c) reducing train load by increasing train speed more than sufficient to offset the reduced tonnage. I am not saying which way is the most effective, because that is the problem for the superintendents on their individual divisions, but I will make this general statement—*don't let the train speed that has so materially improved since 1929 get away from you.*

If the 1941 operations had been performed at the 1929 average freight train speed, we would have had to increase the gross tons per train some 40 per cent to produce the same gross ton miles per train hour. With 40 per cent more train load we could not hope to maintain even the 1929 speed. Further, on the assumption that freight cars actually move in road trains only about 15 per cent of the time, it would have required 65,000 more freight cars to handle the 1941 traffic if the 1929 average speed had obtained.

Problem of Car Utility: Many suggestions and instructions have been issued on this subject. Each superintendent should take all of the suggestions advanced thus far, see how they apply to his division, pick out the good ones, add others that only the superintendent and his staff know about, and issue a division program not too complicated to be understood by everyone connected with the distribution and handling of cars on his division. All shippers on the division should be made acquainted and impressed with the transportation situation with which we are confronted. The shippers advisory boards and other organizations have been doing a fine job in loading and unloading cars promptly; but there are still many small shippers without traffic managers or shipping organizations who probably are not informed of the true situation. This is a job for the superintendents, through their agents, to handle with all shippers. Much good work has been done in the matter of car utility but we have merely scratched the surface and there are many car days to be saved, and the superintendent and his staff are the ones to save them.

Problem of Locomotive Utilization: We are all striving to obtain the maximum road use out of our locomotives, but it is equally important that we keep our engines ahead of trains, even though there is some waste in locomotive efficiency. When trains get ahead of engines, real difficulties begin.

Training New Employees: It has been necessary for practically all railroads to hire many new employees during the past year—they will, of necessity, hire many new ones in the future. You cannot make an efficient railroader over night—it requires training and experience. The experience they must obtain themselves, but the training must come from those who have had the experience. The superintendent must see that his conductors and enginemen realize the importance of this situation, and that it is part of their job to train the new brakemen and firemen.

Competitive Transportation: The railroads under private management compete with one another. Healthy competition is beneficial to any industry. From it come most of the innovations, improvements, and efficiency in service. We are now in an "all-out" war. That means that we must produce the maximum transportation with a minimum amount of effort. We should declare a moratorium on any competitive practices that involve a waste of transportation in any way. There is enough business for all of us and it is up to us to handle it in

the most efficient and economical way possible. We cannot let anything interfere with obtaining the maximum utilization of the railroad plant, that is *our No. 1 job.*

Summing up, we must increase transportation production with the facilities and equipment we have. We must get greater and more efficient use out of our cars and locomotives. We must train our new employees and see that we have our second and third "lines of defense" in order, insofar as supervision is concerned; and we must rid ourselves of competitive practices that unnecessarily increase transportation effort. The railroad superintendent is mixed up in all of these, and it is going to be up to him to see that the railroads perform as they are expected during this emergency.

Mr. Eastman's Address

At the annual luncheon, Mr. Eastman spoke in part as follows: The railroads have had to share the field in recent years with other forms of transportation to a much greater extent than was the case at the time of the first World War, and these other carriers have been of tremendous help in carrying the heavy burden which our enormous defense and war production programs have laid upon our transportation industry. The railroads have carried the greater part of this burden, and now the fortunes of war are depriving them of much of the help which the other carriers were giving them. This is particularly true, as you know, of the water carriers. It is many months since the ships have carried any traffic between the East and West coasts, and now the submarine menace and the diversion of ships to war purposes have put a stop to the greater part of the coastwise shipping. The railroads are carrying all of the transcontinental traffic at a time when it has greatly increased in volume; they are carrying petroleum and its products to the eastern seaboard in quantities which go far beyond the most optimistic predictions, not so long ago, of what it would be possible for them to do; they are carrying great quantities of basic commodities, which used to go by water, from the Gulf ports to eastern territory; and they are carrying for longer distances a large and increasing volume of coal, which formerly moved in larger part by water, to New England and Great Lakes ports.

All this has thrown a heavy and abnormal load on the railroads at a time when traffic in general has been mounting, and is continuing to mount, to new record levels. This is not all. Because of the rubber shortage, the railroads are faced with diminishing help from the highway automotive industry. If this help diminishes at too rapid a rate, the railroads will suffer far more than they have suffered from the diversion of waterborne freight, heavy and exacting as that burden has been.

Material Distribution Difficult

It is the difficult task of the War Production Board to allocate critical war materials. Obviously, adequate and efficient transportation is one of the vital, essential needs, and before the board I have urged the cause of the transportation industry for an allocation of materials sufficient to cover proper maintenance and necessary expansion. They have not felt able to give what I have deemed necessary, but we must all accept their decision cheerfully and with a profound determination to make it suffice. I know it has been rendered in all good faith and in the light of facts covering the whole situation which go far beyond any that are in my possession.

The members of the board know that ever since the crisis began in 1939 the railroads have met all demands upon them faithfully and well, with the aid of earnest and effective co-operation from the shippers and contrary to many pessimistic predictions. In the light of this record of achievement, the members of the board are relying upon the resourcefulness of the railroads to do an even better job for the future. They believe that there is still some slack to be taken up, some reserve power to be drained, and in the interest of the successful prosecution of the war they expect a supreme effort on the part of all concerned in the railroad industry which will enable it to overcome what would otherwise be serious deficiencies in the equipment program. They do not expect that the railroads will be able to carry on "business as usual," but they do hope that they will be able to provide all the transportation that is essential to the successful prosecution of the war.

In this hope I join, and I know for a certainty that not only my office but the Interstate Commerce Commission and the railroads and their employees and the shippers of the country will give everything that they have to the work of making that hope come true. Here is the chance for the railroad superintendents to do their bit in the winning of the war. With traffic mounting rapidly as the production of the country increases, with the supply of water and motor carriers decreasing, and with the prospect of only a comparatively few new cars and locomotives, all that the railroads can undertake to do is to make the existing equipment accomplish more work, either by carrying heavier loads or circulating faster. The car lading is largely a matter for the shippers, but when it comes to train loads and the faster movement of the cars on the road and through and in the terminals, the railroad superintendent has his opportunity. Some of my staff will do all that they can to help you in this, but in the last analysis it is you whom we must trust, and it is you who are in immediate command. It is a situation which calls for more than normal or routine good work. It calls for all the powers of improvisation and for every ounce of initiative and enterprise that you possess. You will not be on the battlefront or running the lines of railroad which immediately supply the battlefront, but you will be supplying it just the same, for the maximum war effort will be dependent upon what transportation is able to do here at home. Never again in your lifetime will you have such an opportunity to serve your country as you have to serve it now by putting into your railroading the best that is in you.

No Time for Competition

You have grown up and got your railroad training in a fiercely competitive school, and that means that it has been your duty, first and foremost, to look out for the interests of your particular railroad and to beat the other railroads and the water carriers and the trucks with which you compete. That spirit has made for progress in many ways, but it is the interests of your country which you must now hold first and foremost, and not the interests of your particular railroad. There will be plenty of traffic—more than plenty—for all the carriers of every kind. To carry it as it should be carried, they will have to work together as they have never worked before. Competition makes for progress, but it also makes for waste. When the life of your country is at stake, you do not need competition to stimulate you to do your best, but waste becomes unpardonable. You

know where it exists, and it is up to you to get together and get rid of it.

Passenger Service a Real Problem

At the heart of the passenger problem lies the rubber shortage. A few days ago the President extended my authority to cover all rubber-borne transportation, including the millions of passenger cars. This country has become dependent upon rubber-tired vehicles to an extent which is unique among nations. Our economy and the distribution of our population have been reshaped to fit this new form of transportation. The supply of crude rubber upon which these rubber-tired vehicles depended has been lost through the fortunes of war. It is certain that the use of private automobiles must and will be greatly restricted, and particularly in long intercity travel. This will throw a very heavy load on railroad passenger service. Already the production program has induced a great increase in travel, and in certain parts of the country the service is now close to capacity. In view of this increase, the continually mounting demands for the movement of troops and their impedimenta, and the need for commutation service to and from new war production plants, it is much more than doubtful whether the railroads will be able to provide adequately for the new load which the restriction of intercity travel by automobile will throw upon them. If they cannot, some control over travel by railroad will be necessary.

This is a matter of vital interest to the people of the country. It is certain that everything possible must be done to achieve maximum utilization of railroad passenger equipment, and that in the event of serious congestion steps must be taken, such as have already been taken in the case of air travel, to make sure that those who must travel, particularly on war business, are given first opportunity. How far down the line such a system of preferences and priorities can be carried remains to be seen. It may be that beyond a certain point, as in England and Germany, the factor of unavoidable discomfort may be the practical means of discouraging unnecessary travel.

It will be your duty, however, as railroad superintendents, just as it will be the duty of my office, to comb the country for surplus passenger equipment which can be diverted to lines where it can be employed to better advantage, and to take all possible steps to make the best possible use of all the equipment that is available. There is much that can be done to bring this about that has not yet been done, and we are counting on you to bring to bear in this time of war all the resources of initiative and enterprise that you possess. I know you will not let your country down.

Bockstahler Discusses L.C.L. Traffic

Walter Bockstahler, assistant director, division of traffic movement, O. D. T., outlined that body's thinking as to l. c. l. traffic and submitted to a thorough grilling of questions as to the scope and meaning of O. D. T. Order No. 1 and its amendments. He cited numerous statistics and drew the conclusions therefrom, some of which were challenged in the question period later. Mr. Bockstahler said:

Let us examine the potentialities of increased loading, using the fourth quarter of 1941, the latest period for which figures are presently available, as a measuring stick. The average load of open top cars was approximately 52 tons, which was within 5 per cent of the theoretical capacity. In the case of flat and tank cars, also, the average loading closely approached the theoretical maximum. It is only when we come to an examination of the loading of closed cars that great opportunities for improved utilization appear. Refrigerator cars are found to be loaded to less than 60 per cent of capacity, in many important cases to 50 per cent or even less, and box cars used in hauling carload shipments are loaded to only about 74 per cent of the theoretical capacity. If, however, every box car used for carload freight were loaded to theoretical capacity, either weight or cubic, the number of cars which would thereby be saved would still be far, far less than the number of box cars saved by increasing the load of l. c. l. freight up to only 12 tons per car.

There were slightly in excess of 8 million cars of l. c. l. loaded in 1941, but less than 20 million tons of l. c. l. were originated. This was equivalent to about 20 per cent of the total cars loaded but only about 1½ per cent of the total tons originated. As every ton of l. c. l. originated used, on the average, some space in a little more than two cars to complete the haul, the average load was about 5.4 tons per car forwarded. The carrying of these cars required the continual employment of the equivalent of 1,180 average road locomotives—about 4 per cent of the total owned, and 1,170 switch engines, 14 per cent of the total owned. The equivalent of at least 100,000 box cars, or about 14 per cent of the total box cars in service, was devoted exclusively to hauling l. c. l.

The average tare weight of a box car is about 22 tons. When carrying a payload of only about 5.4 tons, the tare weight of the car alone is more than 80 per cent of the total weight moved. The average load of carload freight is about 26 tons. When carrying a carload, the tare weight of the car is less than 50 per cent of the total weight moved. In other words, the tare weight of a box car is 83 per cent of the net weight of the average carload shipment, but is 400 per cent of the net weight of the average l. c. l. load.

Carload box car freight loads to 74 per cent of capacity, l. c. l. freight to 20 per cent of capacity. Obviously this is the first place to begin in any attempt to secure better utilization of our transportation plant.

O. D. T. No. 1

The foregoing is a brief outline of the origin of and the reasons for General Order O. D. T. No. 1. The sole purpose of the order was to secure more efficient loading of merchandise traffic. There is no purpose to interfere with commercial or competitive relationships of either shippers or carriers. There is no intent to divert traffic from one carrier or type of carrier to another, although, when that becomes the only means to accomplish the objective, it is no deterrent. The chief characteristic of l. c. l. traffic which makes its handling so difficult, and I may add also generally unprofitable, is its diffusion. By definition it is "less than a carload"—the average shipment being, indeed, only about one-quarter of a ton. It is a movement limited neither as to origin nor destination which is spread over the entire nation, and not confined, as is carload traffic, largely, to a few hundred points. Shippers of l. c. l. freight are to be numbered in the scores of thousands—many times greater than the number of carload shippers. To compete with the highway vehicle, as well as with other railroads, it was felt necessary to operate thousands of set-out cars daily with only a handful of tonnage. Over half of all these merchandise cars represent duplicate—that is parallel, competitive rail service.

One of the most difficult phases in drawing up any

order as comprehensive as this one, is to cover the thousands of different or peculiar situations which may arise. We have no intention, much less desire, to strait-jacket your operations. If there are any conditions which, from an operating standpoint, make application of the order impractical, as written, all that is necessary is to bring them to our attention for an appropriate amendment or exception.

The proposed order was first circulated in March of this year. Prior to that time l. c. l. car loadings were running less than 2 per cent under last year. Every week that has elapsed since has brought us data with respect to particular cars which had been eliminated by consolidation, staggering, or diversion, and a continuously mounting rate of decrease in the number of l. c. l. carloadings. The reduction in cars used during the week ending May 2 for the handling of l. c. l. traffic was 50,955. Taking into account an indicated increase of l. c. l. tons of 10 per cent or more, there is every reason to believe that the average load of l. c. l. is now in excess of eight tons per car, which, upon the basis of 1941, indicates a saving of 2½ million cars loaded per year. However, we have just begun to fight. I am confident that you can attain an average load of 12 tons before the year is over. When this is accomplished, then indeed will you have struck a telling blow in the Nation's service, and in the hour of the greatest need—for the attainment of that objective would be equivalent to producing 500 new road locomotives, an equal number of new switch engines and 50,000 new box cars.

Schleifer Gives Shippers' Point of View

Fred A. Schleifer, general chairman of the Midwest Shippers Advisory Board and traffic manager of the Franklin County Coal Corporation, told what the shippers are doing. He is chairman, also, of the vigilance committees in the Midwest area. He stated that 63 such committees are now operating in 93 communities in the Midwest board territory, with a total membership of 927 experienced men. He outlined the methods used in bringing shippers into step with the movement toward better transportation. He cited several typical examples of such activities, including a comparative report from Sheboygan, Wis., as follows:

This comparative report indicated that 78.4 per cent of all cars forwarded and received were released within a 24-hr. period. The significant part of the report, however, is the gradual improvement that has been made in the decrease in debits accruing on both outbound and inbound cars. During November, 1941, debits amounted to 16.3 per cent of the total. In February, this had been reduced to 8 per cent, or a reduction of more than 50 per cent below that of last November. This indicates clearly the results of increased effort put forth by the Sheboygan vigilance committee. The report from Evansville, Ind., shows that on outbound cars 57 per cent were released within 24 hr. and debits accrued on 19 per cent. On inbound cars 50 per cent were unloaded within 24 hr., but only 12½ per cent were delayed beyond the 48-hr. period. The report from Freeport, Ill., shows the average detention time on cars forwarded to be 1.2 days, and on inbound cars 1.58 days, or slightly over 1½ days on all cars received at that city, the average for both inbound and outbound being 1.44 days per car.

At Wisconsin Rapids, Wis., the total of both inbound and outbound cars shows that 76 per cent are released within 24 hr., and that only 7.2 per cent are held beyond 48 hr. In making these reports and in analyzing the percentage of cars held over 48 hr., it must be remembered that debits or car days are actually being used, and that the net results would represent the holding of such cars for three days. For example, the Wisconsin Rapids report shows 592 debits out of 8,185 cars. These debits may have accrued on less than 592 cars, but actually represent the total number of car days and would be equivalent to the holding of 592 cars for one day beyond the 48-hr. period. When this is compared with the 6,238 cars released within 24 hr., the results which are being obtained through the concerted efforts of the vigilance committees and the co-operative efforts between shippers and carriers are apparent.

In the Chicago district, which is divided into seven sub-districts with a chairman for each district, reports have been received from 122 industries on which a comparison could be made. The figures for these industries show that in November, 1941, 42.58 per cent of the outbound cars were released within 24 hr. In January, 1942, the same industries had increased the number to 73.26 per cent and in February to 74.22 per cent. On inbound for November, 1941, the number of cars released within 24 hr. was 54.50 per cent, while in February this had increased to 60.03 per cent. The number of cars held over 48 hr. shows an improvement for February as compared with January, the percentage of debits having decreased from 35.17 to 32.80 per cent. On cars loaded outbound the average detention for January was 1.22 days and for February 1.21 days; and, on inbound cars the average detention period was 1.37 days for January and 1.27 days for February.

Mr. Schleifer also explained what, in the opinion of the shippers, the railways can do to help. He said: "The most effective way in which you can help us is to take a very active part and interest in the vigilance committee activities on your railroad. Encourage and inspire these men, who work without pay, to perform greater deeds because the boards are now on trial, as never before, and the power is largely in your hands to make or break the boards. It depends in a large measure on you whether a vigilance committee is to be 50, 75 or 100 per cent efficient, and the same can be said for each advisory board as a whole. In these critical times every useful facility available to the Nation must be used to the full and it would be the rankest form of waste and shame if the useful efforts of the boards were to be rendered impotent either by Washington, the railroads, or the shippers themselves. Remember that transportation is primary and that the matter of freight rates is now secondary. Remember also, that the price of victory is vigilance and that we will achieve victory through vigilance. With your full support and the full support of our government we cannot fail."

Dim-Outs and Black-Outs

Dr. Samuel G. Hibben, director, applied lighting, Westinghouse Electric & Manufacturing Company, spoke on Tuesday night on dim-outs and black-outs. He described conditions in England as he has seen them in recent visits and also demonstrated numerous dimmed lamps, black light, ultra-violet light and fluorescent cloth, plastic, etc. Outstanding in his hints to railway men was his advice to avoid the use of blue lights completely, blue being the color most easily distinguishable from the air. No worse color than blue could possibly be chosen, Dr. Hibben emphasized.

He warned that the main targets of any raid would be the centers of transportation, with especial emphasis on important bridges, and that a black-out does not

bring immunity. It merely makes accurate bombing more difficult. In America, although the danger of raids is ever-present and they are perfectly feasible, a permanent black-out is not necessary. However, arrangements must be made for black-outs that can be put into effect the moment a warning is received.

Dr. Hibben warned against painting windows of cars or buildings, because of the likelihood of the glass shattering under temperature changes. He said that painting of railway buildings, structures or equipment in neutral colors was useless so far as night bombing is concerned, as under the conditions of any conceivable air raid, color cannot be distinguished except on lights. In London, he explained, 0.0002 ft. candle power is considered the maximum permissible illumination under black-out conditions, but that for a railway yard or terminal here 0.0012 to 0.0018 ft. candle power would be sufficiently dim to render them invisible from the heights at which enemy bombers would have to travel. He illustrated approved lights that could be installed a few inches from the floor in railway cars, stations or shops and would render moving about much safer during black-outs.

Betts Discusses This Year's Wheat

Only a small percentage of this year's wheat crop, estimated at 714,000,000 bushels, will be transported, according to L. M. Betts, manager, closed car section, Car Service division, A. A. R. The transportation of wheat is always a peculiar problem, he stated, because of its concentration. Of this year's total crop, 27 per cent will be raised in one state, Kansas. Because of combine harvesting, the shipping season is still further concentrated. This year, as the result of several seasons of government loans and the cutting off of many export markets, a previously unheard of proportion of the crops of the last few seasons is in storage.

Last year this amounted to a high record of 385,000,000 bushels—this year it amounts to 640,000,000 bushels. Storage facilities everywhere are so crowded that the farmers will have to hold a large percentage of this year's crop on the farms, since the railways manifestly cannot allow their cars to be used for storage.

At a recent gathering of all concerned in Kansas City, Mr. Betts stated that it was clearly understood that there would have to be strict regulation for all wheat moving for storage. Also, it will be necessary for the first time in history to put restrictions on the movement of so-called "free" wheat.

"We are asking the railways in the East and South," Mr. Betts continued, "to expedite the return of empty box cars to the West, but without formal orders to that effect. There is an improvement in box car supply in the West this year because of changed traffic conditions. The railways are actually moving empty cars out of California eastbound, a complete reversal of normal conditions. The western lines advise that, with continued assistance in the prompt return of cars, they will be able to handle without difficulty the portion of this year's crop that will move."

Kendall Reviews the Problem of Car Supply

As usual, W. C. Kendall, chairman, Car Service division, A. A. R., was specific in his comments on car supply. He pointed out that a better job than has ever been done before is now called for in handling cars. He asked particularly for prompt and efficient handling of flat cars. The railway ownership of flat cars has declined for years, he stated, and the present need is very great, for the movement of army trucks and other military machines. Up to a thousand flat cars are required every time an army division moves.

He called attention to the change in the normal channels of traffic movement brought about by the abandonment of coastal and intercoastal water transportation and the diversion of Latin-American traffic to Gulf ports instead of Northeastern ports. This has affected the banana movement, calling for much longer hauls on refrigerator cars loaded with this fruit.

"Equipment is now moving in longer hauls," Mr. Kendall said, "the average length of haul was only about 290 miles 20 years ago, compared with 392 miles in 1941, and it is greater today, with a smaller total ownership of freight cars. This slack must be taken up by better use of equipment.

"The coal industry has shown one way of aiding, by promoting the advance storage of coal. As of April 1, in line with this policy, the railways had stored above ground more than 31 days' supply, and this has by now been increased to about 35 days' supply. Domestic users have been urged to store coal and some public utilities have as high as 85 days' supply on hand."

In complimenting the shippers on what they have done in heavier loading of cars, Mr. Kendall also gave many examples of potential further car savings. He also urged the railways to watch tie loading. The average loading of ties has been increased to 33.6 tons per car, but this is still less than 400 ties to the car. If ties are loaded on end, a car will hold 950 ties with 55 to 60 tons loading, instead of less than 300 ties when loaded flat.

Committee Reports

Two reports were made at the convention on the topical and important subject of damage prevention. A committee, of which J. G. Woodall (superintendent, Southern) was chairman, presented a report on the Prevention of Damage to Freight—the Superintendent's Responsibility. Another committee, of which R. O. Jensen (assistant superintendent, Soo Line) was chairman, reported on the Rough Handling of Cars. Both reports stressed the importance of preventing damage to freight during wartime to avoid delaying important arms production, and the means of educating employees and supervisors as well, in making the avoidance of damage a matter of daily concern.

Mr. Woodall's report urged the selection of suitable cars for the commodities to be loaded, to prevent damage through car defects, nails in cars or oils and odors. It stressed the importance of proper stowing, careful handling at transfers, etc. As to yard handling, the report suggested the following seven points:

1. On humps, cut cars off so they can be reasonably controlled.
2. Test hand brakes on humps before starting cars.
3. Keep knuckles open to insure coupling.
4. Flat switching should be with cuts not exceeding 20 cars.
5. Keep slack bunched as much as possible.
6. Educate yard and engine crews to reduce to a minimum the number of reverse moves.
7. Maintain track and grades in classification yards so that yard men can properly judge and control speeds.

Mr. Jensen's report recommended the following as essentials in reducing rough handling:

Eliminate unnecessary switching. Effective means

toward this end are: (a) Have car inspection performed and minor repairs made on receiving tracks; (b) Keep bills and complete instructions with cars; (c) Discourage late diversions; (d) Load merchandise, company material and, when possible, other commodities in classification groups; (e) Local trains and industry engines should have information as to contents, routing and destination to permit practical grouping when cars are assembled; (f) At initial terminals, build trains to run as far as practicable without reswitching.

Provide yardmen with information concerning cars which require special handling to avoid damage.

Supervisors should visit switching leads regularly and actually instruct yardmen, especially new and inexperienced ones, in the switching of cars, and explain to them the problems of gradients, weather conditions, "hot and cold" trains, heavy loads, light loads, and empties; also the necessity for shoving or riding certain cars of machinery, pipe, lumber, etc., which are particularly susceptible to damage; also the importance of keeping knuckles open, because a closed knuckle will mean two or more impacts instead of one. They should make certain that every yardman understands the need for careful handling, and the meanings of "switching speed" and "coupling speed."

Carmen should be required to report all switching damage daily. Supervisors should analyze these reports and take the necessary remedial action.

Proper facilities should be provided and well maintained. Flat switching yard leads should be as short as practicable, with the outside rail an inch, or an inch and a half, higher than inside rail to reduce turn out resistance; there should be sharp, short declines from the frogs of the lead to the classification tracks to prevent fouling on frogs. Switchmen will soon learn that with such a lead, they need to "kick" the cars only hard enough for them to reach the frog. It shortens their range and makes it possible to gage the speed for impact more accurately.

Public Relations

C. H. Lee (superintendent, Nickel Plate) was chairman of a committee which reported on The Superintendent's Responsibility for Public Relations. This report pointed out that "public relations" should not be accepted as a synonym for "publicity," but should be understood as the art of getting along with and living successfully with the public.

The report recommended the following methods whereby public relations may be improved:

General: Courtesy and a helpful appreciation of the customer's problems. Study means of improving your approach, whether it is by telephone or personal contact.

Station and Yard Office Employees: (a) Customer's problems must be approached from his point of view as well as that of the railroad. The solution should not be attempted without a full appreciation of the customer's viewpoint. We must not assume that the customer is familiar with railroad practices and treat his questions or complaints as trivial. The public must be kept informed of changed conditions or practices of the railroad so that they may have an opportunity to make necessary changes in their own operations; (b) There is a civic responsibility in addition to our responsibility to the railroad. We should take an active part in civic affairs.

Passenger Employees: (a) A passenger presents his complaint or problem as it affects him. Our solution must be on the same basis. The passenger cannot be expected to know all railroad practices. Proper information and helpful suggestions can be made; (b) Courtesy should be genuine and not synthetic.

Yard Crews: Take the customer's problem and make it yours. It can be done. A smart yard foreman is one of the best assets of a railroad.

Road Freight Service: (a) In switching, a thoughtful approach to the customer's problem makes friends and avoids enemies; (b) The public reacts favorably when they can see that every effort is being made to open up crossings for highway traffic.

Supervision: (a) See that proper contacts are maintained with all employees, customers, and interested government officers; (b) Have necessary switching and train movements made, so far as possible, to conform to customer's business; (c) When you receive a complaint, have the proper officer visit the customer and a mutually satisfactory solution worked out; (d) When trains are delayed or service is inadequate, try to explain the cause—it will help patrons to realize the really remarkable service the railroads are rendering. A job well done is only half done if the public does not know and appreciate this fact—public relations acquaints the public with these accomplishments.

Operating Rules

The committee on operating rules, of which T. M. Flynn (superintendent, Northern Pacific) was chairman, recommended a consolidated code of transportation rules where train service employees operate over joint trackage and cited examples of such operations that are being conducted successfully in various parts of the country. The report stated that Rules 93 and 99 were investigated and found sufficiently flexible to be adequate without change.

The committee recommended literal compliance with Rule 15, relating to observing torpedo signals.

As to the elimination of Form 31 train orders, the report stated:

There appears to be no good reason for stopping a train to procure the signatures of the conductor and engineman when the same result can be attained by the use of the "19" train order, properly handled and safeguarded by compliance with transportation rules. The "19" train order is binding so far as fulfillment of the order is concerned, and the transportation rules provide for clearance cards, records of delivery, and operators clearing trains through the dispatcher. The principal objection to the elimination of the "31" train order is its use in restricting the rights of a train. However, the experience of two Northwestern lines indicates that the "19" order can be used with safety in all cases, and avoids considerable delay to trains that is made necessary when conductors and enginemen are required to sign "31" orders.

In 1912 the Northern Pacific commenced using "19" train orders to restrict trains in automatic block territory; a short time later their use became general over the entire system, in non-automatic block territory as well as in automatic block territory; and in 1926 the use of "31" train orders was discontinued. From the first use of "19" train orders on that road up to the present time, there is no record of an accident, or a hazard having been created, which could be charged to the use of Form "19" as a restricting order.

Many other railroads have discontinued the use of the "31" order, some entirely and others with certain exceptions, and have reduced delays to trains with safety.

This committee recommends that consideration be given to the elimination of the Form "31" train order

and the use in place thereof of the Form "19" for all purposes.

The remaining five reports presented at the convention, and previously referred to, will be abstracted in later issues of the *Railway Age*.

C. & N. W. Streamlines Its Streamliners Servicing at Chicago

(*Continued from page 1074*)

proceed with other inspection and servicing work in the engine room. When leaky valves are reported, the cylinder heads are removed and sent to the shop for re-grinding of valves and seats, being replaced by spare heads. Mechanics make the running repairs reported by the crew or by the train electrician in the case of the Pacific Coast trains. Mechanic helpers check the lubricating oil level and refill as required. Sheet metal workers test the boilers and water pumps, noting the pressures and correcting any conditions called for in the report. Boilers are washed out every 30 days.

Air box covers are removed once a month to check the pistons for evidence of rings sticking or scored liners. Main crankshaft bearings are tightened after 150,000 miles and connecting rod bearings renewed when pistons are removed. Oil filters are removed and repacked when the lubricating oil shows coloring due to impurities at about 50,000 miles. Oil coolers are changed whenever the lubricating oil shows too high a temperature. Mechanical helpers lubricate all bearings, such as for the cam shaft and cooling fan, the belts for the latter also being checked and necessary slack taken up. Minor generator repairs are made as necessary and helpers blow out the cooling radiators with high-pressure air when the temperature is too high.

Important work which can be done underneath the locomotive only by the use of pits includes the opening of motor inspection covers by electricians and the checking of all armatures, brushes and holders. Electrician helpers lubricate the armature shafts with a grease gun. Machinists inspect the brake rigging and the motor support bearings. A machinist helper lubricates the motor support bearings with a low-pressure air grease gun. Electricians also examine all the high- and low-voltage cabinets, making all the necessary tests. They check the batteries for gravity and water level and also test the automatic train control on Pacific Coast streamliners.

Laborers fill the fuel tanks, check and refill sand boxes, clean the Diesel engines and side walls, etc. The Diesel engines are started one hour before leaving time and all oil pressures checked. The air brakes are tested and the locomotive is ready for its regular run.

Prior to the completion of the new servicing facilities, on January 26, all servicing of the road's streamliners was done at a point about two miles further east, nearer to the passenger station, but on more or less make-shift facilities, consisting essentially of two timber ramps, each 1,600 ft. long. These ramps, constructed of second-hand bridge stringers, elevated the trains 32 in. above the ground level.

The new facilities were designed and constructed under the direction of B. R. Kulp, chief engineer of the North Western, in co-operation with H. P. Allstrand, at the time assistant to the chief executive officer, and now chief mechanical officer; L. R. Wink, superintendent of car department; and G. R. Andersen, at the time district supervisor of car maintenance, and now assistant superintendent car department. Plans for the new facilities were prepared under the direction of L. C. Winkelhaus, architectural engineer of the road, while actual construction was carried out under the direction of L. R. Lamport, division engineer. The electrical work was in charge of J. A. Andreucetti, electrical engineer.

Contractors on the work were James A. Sackley & Sons, Chicago, who made the concrete, sewer and water installations; W. J. Gemeny, Chicago, who did the steam, air and oil piping; and the Super Electric Company, Chicago, which did all of the electrical work. All of the other work in connection with the facilities, including the track work, was done by railway company forces.

Pitcairn Elected President of Wabash

(*Continued from page 1075*)

much as the largest part of the company's traffic consists of products of mines and manufactures and miscellaneous items, earnings are in a large degree dependent upon the rate of industrial activity.

Although products of mines tonnage is greater than products of agriculture, the latter is more productive of revenues due to higher rates. In 1940 manufactures and miscellaneous tonnage accounted for the greatest percentage of freight revenues, 48.4 per cent. Products of agriculture accounted for 21.2 per cent and products of mines 14 per cent.

Of the important commodities handled, the tonnage of wheat and flour, fresh fruits and vegetables and refined petroleum held up relatively well in the 16 years ending with 1940. Large declines occurred in the tonnages of bituminous coal and coke, lumber, shingles and laths, iron and steel, automobiles and products and particularly in less-than-carload freight. Truck competition and the relocation of industries were factors contributing to the decline in traffic, although more efficient use of coal in the creation of power and heat and increasing use of substitute fuels, particularly natural gas and petroleum, were the principal causes of the decline in the tonnage of bituminous coal and coke. The effect of truck competition on freight rates contributed to the decline in operating revenues.

Mr. Pitcairn comes to the Wabash with experience gained in the engineering and operating departments of the Pennsylvania, which holds a substantial interest in the Wabash. He was born at Harrisburg, Pa., on November 8, 1881, and received the degree of civil engineer from Princeton University in 1903. He entered railway service on June 29, 1901, as a rodman on the Pennsylvania and was promoted to transitman in 1904 and to assistant supervisor of track in 1905. Five years later he was further promoted to supervisor of track and on November 10, 1919, he was appointed division engineer on the Pittsburgh division, from which he was transferred to the Middle division in the following year, and then to the New York division in July, 1922. In October, 1923, Mr. Pitcairn was promoted to superintendent of the Erie and Ashtabula division and later served in the same capacity on the Middle and the New York divisions. In July, 1928, he became general superintendent of the Eastern Ohio division, which position he held until January, 1931, when he was elected president of the Detroit, Toledo & Ironton with headquarters at Dearborn, Mich. He resigned from this position on October 18, 1933, to become co-receiver of the Wabash. At the same time he was elected receiver and president of the Ann Arbor, president of the New Jersey, Indiana & Illinois, and a director of the Lehigh Valley which positions he is holding at the present time.

The Week in Washington

Rubber Saving Up to Eastman

WPB will act promptly on his recommendations, say Nelson and Newhall

Director Eastman of the Office of Defense Transportation has the job of recommending a program for the conservation of rubber on passenger automobiles, and the War Production Board is prepared to act promptly on his recommendations, Donald M. Nelson, chairman of WPB, said last week. Mr. Nelson made this remark in the course of his discussion of the "severe rubber shortage" at a press conference where he appeared with Arthur B. Newhall, WPB rubber coordinator.

Eastman recommendations for more extensive gasoline rationing in the interest of rubber conservation came along shortly after and were considered by WPB on May 26, it was learned.

Following Mr. Nelson, Mr. Newhall spoke along the same lines at the joint press conference. Tires presently manufactured, he said, must provide for essential domestic transportation for the duration of the war. He added that "when Mr. Eastman has determined what is essential transportation, and what should be done—he's going to get it." Mr. Newhall did not anticipate that tires now on domestic vehicles would be requisitioned for the purpose of reprocessing the rubber. He suggested that the aim will be rather to make the mileage in such tires suffice for domestic needs. Thus he anticipated that ODT might find, for example, that transportation services were needed to carry workers to and from some war industry; and that it might determine that the situation should be met by a shifting of passenger automobiles to that area.

Previously, Mr. Nelson had called rubber "the most important single scarce commodity," and he added that WPB was "not going to let any grass grow under our feet on synthetic production and conservation." So far as synthetic production is concerned, Mr. Newhall revealed that the armed forces will take all of any output in sight for the next two years.

Issued in connection with the Nelson-Newhall conference was a statement in which those two WPB officials were joined by ODT Director Eastman and Leon Henderson, administrator of the Office of Price Administration. Among other things, that statement said: "If we wear out the tires on the 30 million passenger cars, the truck, bus, and train transportation systems of the nation will be swamped. On the other hand, if it is possible to preserve cars in the hands of their owners, it will be an advantage to all transportation and to the war effort. If the time should come when the government had to call on civilians to sacrifice their tires, we know they would respond patriotically. In the meantime, no American should deliberately waste the mileage left in his tires."

Texas-to-East-Coast Pipe Line Out, Says Nelson

Donald M. Nelson, chairman of the War Production Board, said last week that the proposed pipe line from Texas to the New York-Philadelphia area is "out" unless the country wants to give up ships, tanks, and other war materials for the purpose of augmenting the East Coast's gasoline supplies.

The WPB chairman made his remarks at a May 22 press conference wherein he and Arthur B. Newhall, WPB rubber coordinator, discussed the rubber situation, as noted elsewhere in this issue.

Bourque Heads ODT's Section of Tank Car Service

A. V. Bourque, who has been tank car consultant to Director Eastman of the Office of Defense Transportation, has been appointed chief of ODT's recently-established Section of Tank Car Service. The Section was established with the issuance of ODT General Order No. 7 which sets up a system for control of tank car movements, effective June 1.

Prior to becoming a consultant to Mr. Eastman, Mr. Bourque had served in a similar capacity with Ralph Budd when Mr. Budd was transportation member of the Advisory Commission to the Council for National Defense.

1941 Revenue of Truckers Up 26.9 Per Cent

Class I intercity truckers had net operating revenues of $25,614,440 in 1941, an increase of 36.2 per cent over 1940's net of $18,812,244, according to data recently compiled by the Interstate Commerce Commission's Bureau of Statistics.

The 1941 gross of the 952 reporting carriers was $522,512,105 as compared with $411,746,613 for 1940, an increase of 26.9 per cent. Their operating expenses amounted to $496,897,665 as contrasted with $392,934,369, an increase of 26.5 per cent. The total operating revenue figure of $522,512,105 for 1941 was broken down into $464,967,760 for common carriers and $53,440,454 for contract carriers.

Would Throw Out "Jim Crow" Case

I. C. C. examiner finds Rock Island has corrected situation in Texas

Finding that any basis for alleging discrimination by the Chicago, Rock Island & Pacific has been removed, Examiner Burton Fuller would have the Interstate Commerce Commission find that no affirmative order is necessary and that the complaint wherein this company was alleged to have discriminated against C. S. Stamps, a negro clergyman residing in Kansas City, Mo., by forcing him to ride from Dallas, Tex., to Houston in a car with inferior accommodations after he had paid a first class fare should be dismissed. Details of the complaint were set out in the *Railway Age* of February 14, page 391.

In a brief filed recently with the commission, the Rock Island sought dismissal of the complaint on the ground that no present cause exists for it in view of the fact that three months before its filing, facilities were established on this particular run equal in all respects to white accommodations.

The examiner finds that commencing September 4 and October 11, 1941, eight seats each in the coach section, with partition and signs, have been set aside for colored persons on the Texas Rocket and the Sam Houston Zephyr, respectively. At the end of the coach adjacent to this section, he continues, drinking fountain and cups and separate toilet-wash rooms for men and women have also been set aside for colored persons. Moreover, arrangements have been made to have colored persons served in the dinette, or at their seats when white persons are being served in the dinette.

"Owing to the coach-dinette set-up and the construction of the car," explains Examiner Fuller, "four of the eight seats of the colored section are arranged so the passengers must ride backwards while this is true of only four out of 92 seats in the white section. But, on the whole, it is believed that the accommodations now furnished are substantially equal."

The examiner found that the ticket purchased by the complainant on June 16, 1941, was a so-called clergy coach ticket costing half fare, a courtesy extended to ministers of religion by the carriers as authorized but not required under the provisions of section 22 of the Interstate Commerce Act. The Rock Island had contended that the complainant was like a holder of a pass and was a "mere licensee" to whom it did

(*Continued on page 1094*)

Tank Car Figure Continues Upward

Carriers transport 684,482 barrels daily into the east coast area

Climbing nearer the 700,000-barrel mark, daily tank car movement of petroleum and petroleum products to the east coast reached the record level of 684,482 barrels daily during the week ended May 16, according to an announcement by Petroleum Coordinator Harold L. Ickes. This was an increase of 32,400 barrels, or 4.9 per cent over the preceding week, when the movement averaged 652,082 barrels a day.

Oil shipments from California to Oregon also reached a new record level of 29,636 barrels daily. The previous high was 29,429 barrels, attained in the week ended May 2.

In handling the movement into the east the 26 oil companies participating loaded 21,295 cars. Including cars that were on the way back west for reloading, it is estimated that the east coast service was employing 48,650 cars, taken largely from other sections of the country.

Meanwhile, much political discussion is taking place in Washington on the subject of what to do to ameliorate the current oil shortage on the east coast. The House rivers and harbors committee has favorably reported to the House H. R. 6999, a bill which authorizes the construction of a pipeline and a barge line across Florida to connect the Atlantic and Gulf intracoastal waterways so that barges filled with oil can travel from Texas to east coast points along a protected route. The bill carries an authorization of $144,000,000, and President Roosevelt indicated at his May 26 press conference that he may allocate some funds immediately for the working out of preliminary plans for the pipeline.

At the same time two congressional committees continue their investigations of the oil question. The Senate commerce subcommittee is continuing its inquiry into the increased use of inland waterways, while the oil subcommittee of the House interstate and foreign commerce committee delves into the general question of the petroleum shortage on the east coast.

Last week the Senate committee heard Ernst Holzborn, director of coastwise and intercoastal transportation for the Office of Defense Transportation, testify that the Pennsylvania is lining one of its box cars with "mareng," a rubber-like substance that has been used for several years to line high-octane gasoline tanks of Martin bombers, to test its possibilities for carrying gasoline. It was also suggested that wooden barges might be lined with "mareng" so that they could be used to transport gasoline.

The House committee received testimony from Ralph Davies, Deputy Petroleum Coordinator, to the effect that the railroads may be able to carry as many as 800,000 barrels of oil a day during the summer months, but that they could not be expected to continue this load for any length of time during the fall due to the increase in other loadings.

Addressing the nineteenth annual convention of the Independent Oil Men's Association of New England at Boston, Mass., on May 27, Mr. Ickes declared that the railroads and oil companies have done a "superb job" in carrying oil to the east coast by tank car, but he wished "that the railroads had not fought the pipelines as vigorously and misfortunately as they did."

Service Order 76 Covers Pennsylvania Flood Situation

The Interstate Commerce Commission on May 26 issued Service Order 76, authorizing and directing railroads operating in Northeastern Pennsylvania, where flood conditions prevailed, to disregard routings and forward loaded and empty freight cars by routes most available to expedite movement and prevent congestion.

Accessorial Passenger Charges

Charges for transportation in passenger-train service, other than the transportation of passengers, will be increased in line with the Ex Parte 148 passenger-fare adjustment as a result of the Interstate Commerce Commission's action of May 19, vacating its order which had suspended the tariffs involved. As noted in the *Railway Age* of February 14, page 389, the schedules were suspended when the railroads sought to make them effective along with the fare increase.

13 More Field Offices for ODT's Division of Motor Transport

Thirteen additional field offices have been opened by the Office of Defense Transportation's Division of Motor Transport. This brings to 38 the total number of such offices thus far established under the program calling for 51. The 13 offices in the present group will be located at Albany, N. Y., Buffalo, Charlotte, N. C., Chicago, Cincinnati, Ohio, Cleveland, Des Moines, Iowa, Houston, Tex., Minneapolis, Minn., Pittsburgh, Pa., San Antonio, Tex., Shreveport, La., and Toledo, Ohio.

Special A. A. R. Member Road Meeting

Member roads of the Association of American Railroads were scheduled to hold a special meeting at Chicago on May 29 for the primary purpose of discussing ways and means of meeting the increased demand for passenger service.

Representatives of the Office of Defense Transportation were to be on hand, and it was expected that various ODT suggestions in connection with the passenger situation would figure prominently in the discussions. Such suggestions have included proposals to consider the conversion of lounge cars into coaches as a means of increasing the supply of passenger facilities; possibilities for curtailing de luxe train services; and the modification of railway passenger-service advertising so that it will be general and not stress luxuries or comforts of railway travel.

Along with the member road meeting, the A. A. R. board of directors will hold its regular monthly meeting.

ODT Announces Port Traffic Plan

System effective June 1 will prohibit movements until ship space is available

The Office of Defense Transportation on May 23 issued to carriers instructions designed to prohibit the shipment of export goods into United States ports until shipping space is available. The new system goes into effect June 1 and will involve shipments originating in both Canada and the United States.

Requests for ship space from representatives of foreign countries as well as United States government agencies engaged in exporting will be considered in permitting movement of goods for overseas shipment as space becomes available. The purpose of the plan, already in partial operation, is to prevent congestion at the ports and at the same time to make possible the swift and efficient loading of ocean-going vessels. Loading of the ships will be facilitated by maintaining banks of export goods in the port areas so that all types of shipments will be available at all times.

"The new plan," as ODT explains, "is designed to prevent congestion and delays which handicapped overseas shipping in the first World War."

After the new regulations go into effect, no export shipments by any governmental agency will be permitted to move into a port area until block permits authorizing such movement have been issued by the Chief of Transportation in the War Department. Working along the same lines as presently in effect through the Board of Economic Warfare, unit permits will be required before any overseas shipment of commercial goods may be moved into a port area. In order to obtain a unit permit, the shipper must first obtain a license and priority number from the Office of Export Control, Board of Economic Warfare. Present holders of licenses from the Board of Economic Warfare do not require new licenses. For the present, at least, materials moving under so-called "general licenses by BEW designation," may continue to move without application to the Board of Economic Warfare.

The shipper then must obtain a definite space booking from the ocean carrier, and this booking must be approved by the War Shipping Administration and, if the shipment is to be handled by a British or British-controlled ship, by the British Ministry of War Transport. Commercial shipments originating in Canada will be handled by ODT block permits the same as shipments involving governmental agencies.

Instructions have been issued by the ODT to all domestic carriers—common, contract and private—describing the methods by which shipments into United States ports are to be handled. Applicants for block permits will submit their applications through the procuring agencies with which their governmental contracts were nego-

(*Continued on page 1094*)

Transport Priorities Studied by WPB

Committee is considering need for preferential movement of traffic

Formation of a Transportation Committee to obtain information from the various divisions of the War Production Board in order to anticipate transportation requirements and to make recommendations with respect to preferential movement of traffic was announced on May 26 by J. S. Knowlson, director of WPB's Division of Industry Operations. The announcement pointed out that under the Knowlson order "recommendations of the committee will be submitted to the Director of Industry Operations, who may transmit them in the form of certifications, instructions and directives concerning preferential movement of materials to the Office of Defense Transportation.

The chairman of the committee is E. B. Stern, who has been WPB representative to the Board of Economic Warfare. Other members will represent WPB's divisions of Civilian Supply, Materials, and Industry Operations, and its Stockpile and Shipping Branch. Additional members may be appointed from time to time, the announcement said.

"When transportation facilities are inadequate to move all freight ready to be shipped between certain points within a definite period of time," it went on, "the Transportation Committee will determine on the basis of information obtained from various divisions of WPB which types of freight should be given preference, and will so inform the Director of Industry Operations. The Director will then transmit the recommendations to the Office of Defense Transportation for appropriate action."

In the event of "actual or anticipated acute transportation shortages," the committee is directed to "recommend programs for the curtailment or elimination of transportation for certain traffic not considered essential to the war effort." Also, the committee will "provide a clearing house for all domestic transportation problems involving the War Production Board, and problems between the War Production Board and the Office of Defense Transportation."

ODT Appointments

Arthur E. Baylis, assistant to the New York Central vice-president in charge of traffic, has been appointed executive assistant to Director Henry F. McCarthy of the Division of Traffic Movement, Office of Defense Transportation.

Fred L. Thompson, who retired as vice-president of the Illinois Central in charge of the engineering department on March 1, has been appointed consultant on rail maintenance in the Division of Railway Transport, Office of Defense Transportation.

At the same time ODT announced the appointment of C. M. Sears, Jr., of Providence, R. I., former president of the Short Line, Inc., as associate director of the Division of Transport Conservation; and that of Charles F. Kellers, of New York, former president of the New Haven Towing Company, as associate director of the Division of Coastwise and Intercoastal Transport.

Recent ODT Southern Region appointments have included those of J. P. Imlay as supervisor of port conditions with headquarters at Jacksonville, Fla., and B. T. McLeod as supervisor of rail terminals, and E. H. Lockenberg as supervisor of port conditions, both with headquarters at New Orleans, La.

Directs OCD and ODT to Protect Carriers

President Roosevelt, by executive order, has directed the Office of Civilian Defense to assure the development and execution of protective measures against sabotage for many types of the nation's essential facilities. The executive order defines "facilities" to include communication systems, air commerce, highways, railways, forests, mines, gas and water utilities, public buildings, and storage facilities.

The program, known as the Facility Security Program, will supplement the protective programs of the Army, Navy and Federal Power Commission, previously authorized by the President, and will correlate with them the anti-sabotage activities of other government agencies, according to the White House statement accompanying the order.

Under the terms of the executive order the Office of Defense Transportation, under directives of the OCD, will develop the program for rail transportation and related facilities, while the Public Roads Administration will have the same responsibility with regard to highway transportation and related facilities.

Governors Get 10 Days to Modify "Trade Barriers"

The executive committee of the Governors' Conference agreed last week to join in urging President Roosevelt to act if any state had failed within 10 days from May 20 to bring its size and weight restrictions on motor vehicles into line with the so-called MacDonald formula which has been developed by Public Roads Administrator Thomas H. MacDonald. That was the outcome of the May 20 meeting between the executive council and the special federal committee appointed recently by President Roosevelt to confer with the governors' committee on "trade barriers" which are hampering the war effort.

The May 20 meeting was the outgrowth of previous sessions held May 5-7 as noted in last week's issue. Aside from the size and weight matter, the governors' committee also agreed to promote among the states the idea of granting license reciprocity.

Meanwhile "trade barriers" affecting the railroads came in for a little discussion. A representative of the Manpower Commission spoke of the problems "looming" in connection with full-crew laws, adding that this situation promises to become more serious as production expands, because already shortages of experienced railroad workers have been reported.

Emergency Board Procedures in War

President creates set-up whereby taking of strike vote may be obviated

Acting upon the recent suggestion of railway labor leaders, President Roosevelt on May 22 made public a May 21 executive order setting up for the duration of the war procedures whereby labor-management disputes in the railroad industry may be submitted to emergency fact-finding boards without the necessity for the taking of a strike vote among labor organizations involved. The President who made the announcement at his May 22 press conference said that his action comprised a follow-through from the suggestion of the labor leaders, and he added that it had the approval of the Association of American Railroads.

The order creates a panel of nine members, one of whom shall be designated by the President as chairman. From that panel, emergency fact-finding boards would be appointed by the chairman. The plan contemplates that when a wartime dispute reaches the stage where under normal procedures a strike vote would be taken, "the duly designated and authorized representatives of employees involved in such dispute, may, prior to notice by the National Mediation Board to the President of a threatened interruption to commerce, notify the chairman of the panel of the failure of the parties to adjust their disputes and of their desire to avoid the taking of a strike vote and the setting of a strike date." If, in the judgment of the chairman, the dispute is such "that, if unadjusted, even in the absence of a strike vote, it may interfere with the prosecution of the war, he may thereupon select three members of the panel to serve as an emergency board to investigate such dispute and to report thereon to the President."

Thus only labor can invoke the services of the panel. Also, a dispute could still reach the usual type of emergency board, if there were a threatened strike as a result of dissatisfaction with the recommendations of a board created by the panel. However, as the White House announcement pointed out, the procedure was set up "in view of the fact that American labor generally has agreed that during the war there shall be no strikes." Nevertheless, the executive order specifically protects section 10 of the Railway Labor Act, which contains the emergency board provisions, when it stipulates that the "exclusive and final jurisdiction" conferred on a board appointed from the panel shall be "subject to the provisions of section 10." As the White House announcement put it: "The executive order does not seek to amend the Railway Labor Act which has worked so well for many years. It merely sets up for the duration of the war an extra-statutory panel which will provide a means of adjusting disputes without actual strikes."

Members of the panel were not im-

mediately announced by the President, who said he had not decided on who would be appointed. The chairman is to receive such compensation and expenses as the President may prescribe; while the other members will receive expenses or a per diem allowance for the time they are actually on assignment. Qualifications for membership are the same as those provided in section 10 for membership on emergency boards.

Preference Rating on Highway Vehicle Materials Extended

The A-3 preference rating made available under Preference Rating Order P-54 for deliveries of materials going into the manufacture of buses and truck trailers, and bodies and cabs for medium and heavy trucks has been extended by the War Production Board until June 30. The extension came in Amendment No. 4 and Extension No. 6 to the order, and it was accompanied by a stipulation that no deliveries of materials can be made on the A-3 rating after June 30 unless producers have filed, prior to June 1, an application for assistance under WPB's Production Requirements Plan.

ODT Survey to Adjust Travel to Available Facilities

An exhaustive survey of inter-city railroad and bus passenger travel is being made by the Office of Defense Transportation. Extending over the week ending at midnight May 28, the survey involves a complete count of all inter-city tickets sold during that seven-day period at 100 points, and a passenger-interviewing program.

The latter was to be conducted by field workers of the Works Projects Administration, who, the ODT announcement said, "hope to contact more than 20,000 inter-city travelers during the week." The questions to be asked include the purpose of the trip, the employment of the passenger, mileage and destination, and frequency of travel. The data thus compiled will be used by ODT "as an aid in adjusting passenger travel requirements to the available supply of passenger transportation facilities and services."

Truck Freight Volume in April Increases 3.9 Per Cent Over 1941

The volume of freight transported by motor carriers in April showed a decrease of 0.15 per cent under March, but represented an increase of 3.9 per cent as compared with April, 1941, according to American Trucking Associations, Inc.

Comparable reports were received by A. T. A. from 203 motor carriers in 41 states. The reporting carriers transported an aggregate of 1,586,104 tons in April, as against 1,588,340 tons in March, and 1,526,444 tons in April, 1941. The A. T. A. index figure, based on the average monthly tonnage of the reporting carriers for the three-year period of 1938-1940, was 167.25 for April.

A little more than 85 per cent of all tonnage transported in April was reported by carriers of general freight. The volume in this category decreased 0.08 per cent under March, but held 3.7 per cent over April of last year. Transporters of petroleum products, accounting for a little more than seven per cent of the total tonnage reported, showed a decrease of 4.08 per cent under March, but an increase of 69.4 per cent over April, 1941. Movement of new automobiles and trucks continued to spiral downward and represented only 0.2 per cent of all the tonnage reported. The tonnage in this class decreased 19.1 per cent under March, and 87.5 per cent under April of last year. Haulers of iron and steel products reported slightly more than two per cent of the total tonnage. The volume of these commodities showed a decrease of 10.8 per cent under March, and a decrease of 31.9 per cent under April, 1941. Slightly more than 4½ per cent of the total tonnage reported was miscellaneous commodities, including tobacco, milk, textile, products, bricks, building materials, cement and household goods. Tonnage in this class increased 13.2 per cent over March, but dropped 0.6 per cent under April of last year.

Colpitts Becomes Associate Director of ODT's Rail Division

Charles B. Colpitts, whose appointment as associate director of the Office of Defense Transportation's Division of Railway Transport was noted in the *Railway Age* of May 23, will be in charge of rail-truck coordination for the Eastern and Southern regions.

Washington Press-Photo
Charles B. Colpitts

He was born in Moncton, New Brunswick, Canada, and began his railroad career as an office boy with the Intercolonial of Canada in 1898. In 1900 he went to British Columbia where he was engaged in various industrial enterprises until 1902, when he went to Mexico to be in charge of construction and location for the Kansas City, Mexico & Orient.

Mr. Colpitts remained with the Kansas City, Mexico & Orient until 1906, when he left to become topographer and resident engineer of construction for the Southern Pacific of Mexico. In 1907 he again returned to the Kansas City, Mexico & Orient as resident engineer in charge of construction in Mexico, Texas and Oklahoma. He continued in this position until 1912, when he accepted a post with the Missouri Pacific in St. Louis, Mo., as assistant engineer in charge of construction, remaining with that company until 1915.

In 1915 Mr. Colpitts left the Missouri Pacific to take the position of superintendent of track on the New York, Susquehanna & Western. He left the railroad field in 1916 to become associated with the firm of Coverdale & Colpitts, engaging in engineering studies in connection with financial reorganizations of railroads. He remained with Coverdale & Colpitts until his appointment to the ODT staff.

Mr. Colpitts has also been interested in the motor carrier field, and is a member of the board of directors of Consolidated Motor Lines, Incorporated, of Hartford, Conn.

Committee Reports New "Chandler" Measure

The House judiciary committee has favorably reported H. R. 7121, which was introduced by Representative McLaughlin, Democrat of Nebraska, to reenact chapter 15 of the Bankruptcy Act which provides for voluntary reorganizations of railroad companies. Previously, Mr. McLaughlin had introduced a similar bill under the title of H. R. 6840, but after hearings were held and minor changes suggested, the bankruptcy subcommittee made some revisions which are incorporated in the new bill, H. R. 7121, which Mr. McLaughlin offered last week.

Meanwhile, the subcommittee made public the testimony of Interstate Commerce Commissioner Charles D. Mahaffie which was submitted after the public hearings had closed. Mr. Mahaffie told the subcommittee that subject to certain changes and clarifications, the commission favored the general philosophy of the bill.

Sees Transport Shortage Looming

"One of the most serious shortages looming in this country—one which will intensify to shortage of many commodities—is that of transportation," said an article by A. B. Genung of the Bureau of Agricultural Economics, which appears in the May issue of "The Agricultural Situation," a Bureau publication. Mr. Genung anticipates that "by the fall of 1942 the transportation problem will be acute," because "on top of a greatly increased tonnage of commodities—and numbers of men—to be moved, are the difficulties arising out of loss and diversion of ships and an impending deterioration in motor transport."

Most of the article was a discussion of the seriousness of the motor transport situation, and advice and suggestions for the conservation of farm automobiles and trucks. There was, however, some mention of railroad transportation, including the following:

"Other things which might be done to help in this transportation situation include more careful planning of railroad shipments to help reduce congestion and delay and facilitate the moving of empty cars. It may even be found feasible and

wise to build up reserve stocks of essential foods and materials in different parts of the country; or production may be further adjusted so as to reduce long shipments. Farmers should support all steps to improve efficiency in the use of railway equipment—such matters as heavier loading per car, faster loading and unloading of cars, and more careful timing of orders for cars, and the like."

Freight Car Loadings

Loadings of revenue freight for the week ended May 23 totaled 837,748 cars, the Association of American Railroads announced on May 28. This was a decrease of 1,304 cars, or 0.2 per cent, below the preceding week, a decrease of 28,279 cars, or 3.3 per cent, below the corresponding week last year, and an increase of 150,268 cars, or 21.9 per cent, above the comparable 1940 week.

As reported in last week's issue, loadings of revenue freight for the week ended May 16 totaled 839,052 cars, and the summary for that week, compiled by the Car Service Division, A. A. R. follows:

Revenue Freight Car Loadings

For Week Ended Saturday, May 16

District	1942	1941	1940
Eastern	161,432	180,044	145,609
Allegheny	187,680	190,733	141,052
Pocahontas	57,890	57,787	45,744
Southern	125,710	121,816	100 717
Northwestern ..	131,521	137,236	103,942
Central Western	110,159	118,397	97,183
Southwestern ..	64,660	54,789	44,818
Total Western Districts	306,340	310,422	245,943
Total All Roads	839,052	860,802	679,065
Commodities			
Grain and grain products	34,964	38,905	30,754
Live stock	11,994	12,936	11 861
Coal	169,007	147,453	113,183
Coke	14,046	13,112	8,457
Forest products.	49,854	41,342	34,777
Ore	83,793	76,548	48,935
Merchandise l.c.l.	97,219	162,409	148 918
Miscellaneous ..	378,175	368,007	282,180
May 16	839,052	860,802	679,065
May 9	839,253	837,149	680,628
May 2	858,904	794,299	665,547
April 25	861,353	721,627	644,804
April 18	846,562	708,793	628,468
Cumulative Total, 20 Weeks ...	16,040,732	14,672,865	12,690,982

In Canada—Carloadings for the week ended May 16 totaled 65,257, as compared with 66,690 for the previous week and 61,737 for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:		
May 16, 1942	65,257	31,934
May 9, 1942	66,690	31,725
May 2, 1942	66,126	32,985
May 17, 1941	61,737	30,232
Cumulative Totals for Canada:		
May 16, 1942	1,243,370	639,099
May 17, 1941	1,115,633	577,350
May 18, 1940	963,383	491,256

Increased Compensation for Livestock Pick-Up Truckers

Modifying its recent decision approving railroad tariffs providing for pick-up within a 10-mile radius of certain stations in Illinois, Iowa and Wisconsin of livestock destined to Chicago, East St. Louis, Ill., Peoria, Springfield, Madison, Wis., and Indianapolis, Ind., the Interstate Commerce Commission has now allowed the carriers to return to their former practice of paying their truckers four cents per 100 lbs. General approval of the pick-up arrangements came when the commission reversed its previous adverse decision as noted in the *Railway Age* of January 24, page 266.

That report on reconsideration, however, called for a reduction from four cents per 100 lbs. to three cents in the allowance paid truckers. The railroads, finding that a great many of the trucks refused to accept 3-cent contracts, petition for the modification which is now made. The majority report was written by Commissioner Splawn, while dissenting expressions came from Commissioners Mahaffie, Johnson, and Rogers. Also, the dissent of Commissioner Porter was noted, while Commissioner Alldredge did not participate.

McNutt Issues Directive to ODT

An eight-point program of immediate steps to promote "the fullest utilization of the manpower of this Nation" has been announced by Paul V. McNutt, chairman of the War Manpower Commission. Step No. 8 of the program is a directive to the Office of Defense Transportation and the Farm Security Administration to assure adequate transportation facilities to move migrant agricultural workers.

Meanwhile, the House committee investigating national defense migration has submitted a report to the Congress calling for "the immediate appointment of a traffic manager under the Director of the Office of Defense Transportation, with power and responsibility to cooperate with the Farm Placement Service" in transporting workers where they are needed by truck, bus, or train. At the same time Mr. McNutt has announced that a survey of occupations in 21 key war industries indicates that 80 per cent of the jobs could be done by women. Included in the survey was the railroad equipment industry.

Orders Vote by Crafts in Chicago Aurora & Elgin Dispute

Rejecting contentions of the Amalgamated Association of Street, Electric Railway & Motor Coach Employees of America that employees of the Chicago, Aurora & Elgin, which Amalgamated has represented since 1906, should be treated as a unit, the National Mediation Board has ordered balloting by classes or crafts of such employees to settle a representation dispute wherein the Board's services were invoked by the Brotherhood of Locomotive Firemen & Enginemen and the Brotherhood of Railroad Trainmen. The decision, dated May 21, is in Cases Nos. R-864 and R-865.

The Board's order calls for three secret ballots—one among motormen, one among the conductors, and the third among trainmen (collectors, brakemen and flagmen). Amalgamated will be a candidate in all three elections, opposing the B. of L. F. & E. in the contest for the right to represent motormen, and the B. of R. T. in the other two.

Services of the Board were invoked by the Brotherhoods in September, 1939, but proceedings were delayed while the C. A. & E., an electric railway, made an unsuccessful court fight against an Interstate Commerce Commission finding that it did not fall within the exemption provisions of the Railway Labor Act. Meanwhile, as indicated above, the Amalgamated has since 1906 gradually extended its representation of C. A. & E. employees, winning in 1916 an oral agreement "embodying the principles of the closed shop"—an understanding which was incorporated into agreements entered in 1939 and 1941.

In the latter connection, the Board pointed out that the Railway Labor Act prohibits closed-shop arrangements, adding that this circumstance "weakens, if not entirely nullifies, the agreement coverage as a precedent or test in determining the existence of a craft or class." The Board then proceeded to consider the nature of the work performed by the employees involved, and to look over pertinent prior decisions by itself and the courts. Also, it found a commitment to the principle of multiple representation for various crafts or classes of employees in the constitution of the National Railroad Adjustment Board, the different divisions of which are given specific jurisdiction over "more than a score of the railway crafts or classes" named in the Act.

Eastman Urges Truckers to Conserve Equipment

An appeal has been sent out to representatives of motor truck industry, management and labor, to mobilize their forces behind the Office of Defense Transportation in its program for the conservation and more efficient use of the country's 5,000,000 motor trucks.

In an open letter to employers and employees of the entire industry, Director Eastman of ODT urged that representatives of both take immediate steps to formulate programs designed to attain the objectives of General Orders ODT 3, 4, 5 and 6. These orders, which go into effect June 1, call for sharp mileage reductions, elimination of less-than-capacity loads and overloading, and other changes, including the elimination of non-essential services.

Meanwhile, Senator O'Mahoney, Democrat of Wyoming, informed his colleagues in the Senate on May 26 that officials of ODT have expressed a willingness to modify the orders to the extent that delivery trucks would not have to return with a load if such were not obtainable. Senator O'Mahoney pointed out that in Wyoming and Montana and surrounding states it would be physically impossible for all delivery trucks to return with a full load after distributing supplies to nearby towns.

ODT Warehousing Program

Acquisition of millions of additional square feet of storage space, when and where required by any government agency, without the erection of new buildings, is embraced in the Office of Defense Transportation's group warehousing plan for 40 of the nation's largest cities. The extended scope of the program, under which idle buildings of small manufacturers and other business enterprises will be utilized for storage purposes, was revealed on May 24 by Director Eastman, in announcing the signing of ODT's first group warehousing contract with the Federal Emergency Warehouse Association, of Philadelphia.

This association, Mr. Eastman said, was recently formed by Philadelphia merchan-

dise warehouse operators who, under the terms of their contract with the government, have pooled their facilities to make available 400,000 square feet of storage space to meet government needs.

Col. Leo M. Nicolson, director of ODT's Division of Storage, said that federal emergency warehouse associations, similar to that in Philadelphia, will be set up as rapidly as possible in other key cities. Whenever the need for additional government storage space becomes apparent in any one community, the local association will be asked to make an immediate survey of all buildings which might be available for storage purposes. These buildings will include the idle plant facilities of small business men who have ceased manufacturing nonessential domestic items and who, for one reason or another, have not converted their facilities to war production. Whenever such buildings are acquired, Colonel Nicolson said, "a fair and reasonable rental will be paid by the Government for a year-to-year lease on the property." The government will then sublet the facilities to the local federal emergency warehouse association. Colonel Nicolson explained that the association members will act as trained custodians of all government property stored under their care.

Service Orders 74 and 75

The Interstate Commerce Commission last week issued Service Orders 74 and 75. The first, issued May 21, suspends those tariff provisions covering the transportation of watermelons which provide that the minimum weight applicable to cars 36 ft. 6 in. or less in length will be applied to cars of 40 ft. 7 in. or less in length provided such cars are equipped with bulkheads so that the loading space does not exceed 36 ft. 6 in. The order calls such use of bulkheads a "wasteful use of railroad equipment," and forbids their installation in any car where the result would be a reduction or restriction of such car's capacity for the loading of watermelons.

Service Order 75, issued May 22, suspends Rule 4 of the Code of Car Service Rules insofar as it applies to operations of vessels controlled and operated by or for the account of the War Shipping Administration. WSA, which has requisitioned the car-carrying vessels of Seatrain Lines, Inc., had asked the commission to act. The suspended rule stipulates that cars of railroad ownership shall not be delivered to a steamship, ferry, or barge line for water transportation without permission of the car owner, filed with the Car Service Division.

Orders Suspension of Air Services at 25 Points

Following through from the War Department's recent action putting domestic air lines "upon a wartime footing," the Civil Aeronautics Board this week ordered suspension of air transport services at 25 points. The War Department's action was noted in the *Railway Age* of May 23, page 1058.

The CAB order affects 18 routes or segments of routes, and calls for the temporary discontinuance of service at these points: Aberdeen, S. D., Albany, N. Y., Bismack, N. D., Bridgeport, Conn., Caribou, Me., Douglas, Ariz., Elkins, W. Va., Elko, Nev., Galveston, Tex., Helena, Mont., Idaho Falls, Idaho, Iowa City, Ia., Lewiston-Auburn, Me., Lincoln, Nev., Meridian, Miss., Millinocket, Me., Minot, N. D., New Haven, Conn., Niagara Falls, N. Y., Red Bluff, Cal., Springfield, Mass, Utica, N. Y., Waterville, Me., Wenatchee, Wash., and Yakima, Wash.

The time of the suspensions was not given, but the Board said it was not expected that service at all points would be discontinued simultaneously. Also, it was stated that further suspensions may become necessary.

WPB Holds Car Material Meeting

A meeting of purchasing and car department officers of railroads and car lines with programs for building cars in company shops together with representatives of contract car builders which was called in Washington on May 26, by the transportation branch of the War Production Board to discuss the car building situation and arrange for the interchange and other disposition of materials in the hands of car builders for work which had been suspended by WPB orders was adjourned on May 28.

The report of this meeting, which was opened by Andrew L. Stevenson, chief of the transportation branch of WPB, and conducted by David W. Odiorne, chief of the motive power section of the branch, and was attended by approximately 50 railway and railway supply officers, has not as yet been released by WPB but it is understood to have resulted in some rearrangement of car building schedules to permit some railroads to complete the construction of certain cars not previously authorized by WPB in lieu of other cars which had been authorized and also to permit in some instances the use of the materials under consideration for maintaining cars instead of requiring their release for new cars in other shops.

R. E. A. Loses Case in Supreme Court

Railway Express Agency, Inc., lost in the United States Supreme Court this week a round in its fight to avoid payment of damages for its alleged "negligent" failure to deliver a manuscript which Robert L. Peyton of Waco, Tex., had sent to Robert Benchley under a trick address for what he termed a "build-up."

Mr. Peyton had written a book entitled "Male and Female" and had sent it to "Mr. Robert Benchley, address as unknown as he is well known, Hollywood, Calif." The R. E. A. failed to deliver it and returned it to the sender, who sued for $750,000.

The trial court ordered Mr. Peyton to attach to his complaint a copy of the express receipt which he received upon delivering the package to the R. E. A. This receipt, according to the court, showed a $50 valuation. Thereupon the court granted the express company's motion to dismiss the complaint on the ground that the amount in controversy was less than the $3,000 necessary to sustain jurisdiction under the United States Code. The Court of Appeals for the Fifth Circuit affirmed the lower court's action.

The Supreme Court, in a *per curiam* decision, held that the suit could be maintained under a section of the Code granting the district courts jurisdiction "of all suits and proceedings arising under any law regulating commerce," irrespective of the amount involved. As a result of the decision, the case will now go back to the district court for the Western District of Texas for a trial on the merits.

In another case of the Northern Pacific and Great Northern versus the United States of America and the Interstate Commerce Commission, the court upheld a commission decision (245 I. C. C. 11) condemning as discriminatory railroad practices of absorbing switching charges on only competitive grain traffic at Minneapolis, St. Paul, Duluth, and Superior while they absorbed such charges on both competitive and noncompetitive traffic at other western markets.

ODT Explains Tank-Car Control

The Office of Defense Transportation last week issued a statement to make it clear that, until further notice, a special permit will not be needed to move any commodity by tank car to a destination more than 100 miles away as measured by the shortest available published rail tariff route.

This point was clarified in amendment No. 1 to Exception Order ODT No. 7-1. The exception order provides for the free movement by tank car of "any commodity billed to a destination over 100 miles from shipping point, measured by the shortest available rail tariff route, whether billed or transported over such route or otherwise." It was issued May 4 in conjunction with General Order ODT No. 7 which set up the tank-car control system, effective June 1.

Commodities destined for points more than 100 miles away by the shortest available rail tariff route, ODT now explains, need not actually be shipped by the shortest route if another is considered by the shipper to be more feasible. The shortest available published rail tariff route is to be used "merely as a yardstick for determining whether or not a special or general permit is required." Thus a shipment destined for 100 miles away or less as measured by the shortest available route would require a permit even though the route which the shipper planned to use actually would cover more than 100 miles.

Langer Wants Investigation of Alaska Highway

Senator Langer, Republican of North Dakota, has introduced S. Resolution 253, calling for a Senate investigation of the motives which caused the Canadian-American Joint Defense Board to order the construction of a military highway from Canada to Alaska along the so-called prairie route instead of the route paralleling the Pacific Coast. The resolution was referred to the foreign relations committee, and Senator Langer said on May 26 that an investigation would be held very shortly by a foreign relations subcommittee.

Senator Langer charged in the Senate on May 21 that the Canadian Pacific was instrumental in having the Joint Board choose the prairie route to Alaska for the

military road. He went on to say that the road would follow a line of airports formerly owned by the Yukon Southern Airways but recently brought under control of the Canadian Pacific. It was his contention that the Canadian Pacific would benefit greatly by having a highway serving these airports.

The Senator from North Dakota also told his colleagues that the route chosen was partly through swampland and that it would be impossible to construct a road through some of the territory involved. Rather, he declared, the Pacific Coast route should have been chosen because construction would be easier and the road would serve a more populous part of the country.

Would Throw Out "Jim Crow" Case

(*Continued from page 1088*)

not owe any special duty to provide equal accommodations with other full-fare paying passengers.

The examiner dismisses this contention, saying that the complainant was a passenger and not a "mere licensee." "It is well settled," he writes, "that where a railway company exacts any compensation for carriage, relationship of common carrier and passenger and liability of the company as such persists."

Although he admits that there is no need for an affirmative order in the case due to the facts that the alleged discrimination has been removed, the examiner thinks that the complainant is entitled to a ruling that discrimination existed on June 17, 1941. "Moreover," he concludes, "it would appear that such a ruling is necessary in order to prevent any misunderstanding in the future."

In view of this position, the commission would be asked to find that the accommodations furnished by the Rock Island for the portion of the complainant's journey from Dallas, Tex., to Teague were "unreasonable, and unjustly discriminatory and undu'y prejudicial to complainant and other colored persons holding clergy tickets and unduly preferential of white persons holding similar tickets, and that this unlawful situation has been corrected for the future."

ODT Puts New York-Washington Bus Service on "War Footing"

Acting to place bus services between Washington, D. C., and New York "on a war footing," the Office of Defense Transportation has ordered four lines operating between those cities to pool services, stagger schedules, permit the interchange of tickets and eliminate duplicating operations on certain routes. The order, effective June 3, is Special Order ODT B-1; it is based on a voluntary plan submitted by the bus lines in accordance with a request from ODT Director Eastman that they conserve rubber and equipment by elimination of unnecessary mileage.

The four companies involved are Pennsylvania Greyhound Lines, affiliate of the Pennsylvania; Safeway Trails, Inc.; Eastern Trails, Inc.; and the Quaker City Bus Company. Under the order they will: (1) Honor each others' tickets between all points where equal fares apply; (2) eliminate duplications in schedules, except between Washington and Baltimore, Md., "where peak loads make such duplications necessary;" (3) discontinue one-day excursions between New York and Philadelphia, Pa.; (4) discontinue week-end excursions between New York and Camp Dix, N. J., via Trenton, N. J., so that the traffic will be handled by Quaker City's direct line. The plan for joint action has been approved by the Department of Justice and is to remain in effect only for the period of the emergency.

The order further provides that where one of the four carriers holds exclusive state operating rights, such rights will, subject to the approval of regulatory authorities, be made available to other carriers on the same routes. The ODT announcement said that in adjusting schedules "particular consideration is being given to local passengers." Although the order does not specifically provide for this, the ODT also said it had been informed by officers of the bus lines that all express services will be eliminated and that schedules will be slowed. Buses make an average of 28 stops between New York and Washington, as compared with six or seven by train, it was pointed out.

ODT Restricts Lake Coal Movements

Making "a further move to assure maximum capacity for the transportation of iron ore," the Office of Defense Transportation on May 25 issued General Order No. 9 which will prohibit certain movements of coal on the Great Lakes. The order which becomes effective June 1 forbids lake carriers, unless authorized by special or general permits, to move coal from Lake Erie ports to: (a) Any port on the Detroit and St. Clair rivers south of and including Port Huron; (b) the Chicago area; (c) any port on Lake Erie and Lake Ontario, and connecting or tributary waters.

Issued along with the order was a general permit, "worked out in cooperation with the Office of Solid Fuels Coordinator," to allow vessels of the self-unloading type to move coal to: (1) Any Canadian port on Lake Erie, Lake Ontario, or on the Welland Canal; (2) any port on the Detroit and St. Clair rivers; (3) any port in the Chicago area. There are 37 of these self-unloaders under United States registry, ODT explained, adding that they are not considered suited to ore transportation.

The general permit further provides that the Chicago area, Buffalo, N. Y., and United States ports on Lake Ontario, Lake Erie, and the Niagara river may receive by vessel up to 50 per cent of the total coal tonnage received by water in 1941. Meanwhile, the general order prohibits railroads from accepting or handling coal destined for Lake Erie transshipment, except as provided for in the general permit.

The ODT action is expected to make available shipping facilities for an additional 2,000,000 tons of iron ore. It follows upon General Order No. 8 which became effective May 15 to ban all grain shipments on the Lakes except by special permit. At the same time the ODT announcement of the coal order stated that estimates based on the 1941 water-borne coal movement into the Chicago area "indicate that the rail carriers will be required to adjust their facilities to handle by all-rail routings at least 2,225,000 tons of this cargo during 1942."

ODT Announces Port Traffic Plan

(*Continued from page 1089*)

tiated, while all Canadian requests will be forwarded directly to ODT.

Unit permits for shipment by rail will be issued by G. C. Randall, manager of Port Traffic, Association of American Railroads, 30 Vesey street, New York, and by his field officers. Unit permits for shipment by truck will be issued by the field offices of the Division of Motor Transport of the ODT, and unit permits for barge line shipments will be issued by the ODT's Division of Inland Waterways, Washington, D. C.

It will be up to carriers hauling shipments of export goods into port areas to make sure that such shipments are properly authorized and marked and to make daily reports to the ODT; and "shippers are cautioned to mark all export papers the same day shipment is made."

Separate regulations have been established for shipment of l.c.l., bargeload or truckload lots. There are no restrictions on such shipments by or for government agencies, and shipment of other goods for Cuba, the Dominican Republic and Puerto Rico may move without restriction through Tampa, Fla. All other such shipments must bear the Board of Economic Warfare license and the number of the steamship contract.

Day-to-day control of all shipping to affected areas already is being exercised by a Transportation Control Committee, composed of an Army officer, a Navy officer, and representatives of the War Shipping Administration, the Office of Defense Transportation and the British Ministry of War Transport.

Arrangers for Water Transportation Denied Certificates

Following the rule of the Motor-Carrier-Act case involving the status of Acme Fast Freight, Inc., the Interstate Commerce Commission, Division 4, has refused to issue "grandfather" clause certificates under Part III of the Interstate Commerce Act to two applicants who have been engaged jointly in "arranging transportation" by water of commodities generally between ports in Oregon and Washington, and ports in California.

The title case is docketed as W-473, and the report embraces also W-434. Applicants were J. C. Strittmatter, doing business as the Consolidated Steamship Companies, and Olympic Steamship Company, their joint operations being conducted under the name of Consolidated-Olympic Line. The latter is described by the commission as "an inactive corporation," the function of which "is merely that of a joint

agent" of Consolidated Steamship Companies and Olympic. The latter companies own no vessels, those used by them belonging to other companies. The set-up is designed to utilize some of the available space on vessels of several independent operators in the name of applicants as a carrier.

After reviewing the evidence, the commission came to the conclusion that the rule of the Acme case applied. No more than in that case, it said, "does the fact that applicant herein utilized the services of independent water carriers, in and of itself, make the operations of those carriers the operations of applicant."

The majority report represents the views of Commissioners Mahaffie and Miller. Commissioner Porter dissented. He is convinced that the commission in administering various parts of the Act, "should not give controlling effect to what we have held under one part as applied to another part." Mr. Porter went on to discuss that proposition and to look into the applicants' operation. He would have issued them one certificate under the trade name of Consolidated-Olympic Line.

I. C. C. Acts to Expedite Coal Movement

Possible bottlenecks in the flow of Southern Appalachian coal to New England by the newly established rail-barge route via New York harbor have been removed by the Interstate Commerce Commission granting authority this week to shippers to designate the pier in that harbor where the coal is to be loaded on barges, regardless of the intermediate railroad involved, according to Howard A. Gray, acting director of the Office of Solid Fuels Coordination.

The new authority opens up for the use of shippers of coal from Southern Appalachian fields the piers of at least four railroads at the present time and may be expected to be extended to others later, it was stated.

Because of the heavy movement of coal to the New England area's war industries and to the stockpiles and bins of consumers, who are storing it against possible shortages later in the year, Mr. Gray said, the order is especially useful at this time. Its effect will be to expedite movement and make possible the use of piers suited to the vessels to be used for its transportation, no matter which line carried the coal northward to the port of New York, he said. Previously, the coal coming to New York for transshipment to barges originated on the lines of the railroads owning the piers or on lines of their affiliated railroads.

Noting a drop averaging 61 cars daily in the long-haul railroad shipment of coal to New England during the week ended May 16 as compared to the previous week, Solid Fuels Coordinator Harold L. Ickes reiterated his earlier warnings to consumers to continue ordering coal for protective storage against possible fuel emergencies later in the year.

Statistics compiled by the Association of American Railroads showed that 7,669 cars of bituminous and anthracite, or approximately 421,795 tons of coal, were moved to New England through railroad gateways during the week ended May 16. Of this total, 1,455 cars of bituminous came from the Southern Appalachian field, a drop of 146 cars from that source in a week. During the week ended on May 9, all-rail shipments of coal to New England totaled 8,093 cars or approximately 445,115 tons. Based on these figures, the daily carload average dropped from 1,156 cars to 1,095 cars in a week, it was pointed out.

1941 Grade Crossing Accidents

Accidents at rail-highway grade crossings in 1941 brought death to 1,931 persons and injuries to 4,885 as compared with 1,808 deaths and 4,632 injuries in 1940, according to the Interstate Commerce Commission's Bureau of Statistics. The 1941 fatalities were thus 6.8 per cent above those of the preceding year, while number of grade crossing accidents was up from 4,104 to 4,320.

In connection with the foregoing, the Bureau noted that in 1941 train-miles increased 10.87 per cent over 1940, and the registration of motor vehicles was up 7.28 per cent. Fatalities and injuries in the 1941 crossing accidents constituted 39.55 per cent and 22.79 per cent, respectively, of last year's fatalities and injuries in all accidents resulting from train operation.

Motor vehicles were involved in 90.16 per cent of 1941's crossing accidents; and in 1,347 of them the motor vehicle struck the train. Seventy-four per cent of the latter occurred at night, while 64 per cent of the 2,548 accidents wherein the train struck the motor vehicle occurred in daylight. Passenger automobiles were involved in 78 per cent of the 1941 accidents, and motor trucks in 21 per cent—the same as in the previous year. In relation to vehicles registered, the rate for accidents in which buses were involved was highest, followed by trucks, motorcycles and passenger automobiles. "This order," the Bureau said, "is obviously affected by the average frequency with which motor vehicles of each type use the crossings."

As was the case in the previous year, 35 per cent of the 1941 accidents occurred "at crossings protected by lowered gates, watchmen, trainmen, or audible or visible signals which indicated the approach of trains." In night accidents the crossing was described as "lighted" in 46 per cent of the total number. Fifty-six per cent of the train-motor vehicle collisions occurred while the train "was standing or moving at a speed under 20 m. p. h." Trains of one to nine cars were most frequently involved.

Weather conditions were described as "clear" in 68 per cent of the accidents. In those in which the speed of the motor vehicle was estimated, 66 per cent were reported as occurring when the motor vehicle was standing or running at a speed under 30 m. p. h. The hour from 11 p. m. to midnight was the time of greatest frequency for 1941 accidents, although fatalities were most frequent between 5 and 6 p. m. Thirty-four per cent of the accidents occurred in the months of January, November, and December.

I. C. C. Lets New Haven Subsidiary Sell "Burdensome" Bus Route

The Interstate Commerce Commission, Division 4, has conditionally approved the purchase by Flying Eagle Whiteway Lines, Inc., of the New England Transportation's interstate bus-operating rights on the route between New Haven, Conn., and Sandy Hook, and the intrastate rights between New Haven and Danbury, via Sandy Hook and Newtown. The purchase price is $3,500.

The decision notes that the route involved has not been integrated with N. E. T.'s other operations," and rendition of service thereover has been burdensome." On the other hand, Flying Eagle Whiteway Lines will now be able to coordinate the route with its other operations to provide a through bus service between Poughkeepsie, N. Y., and New Haven.

Priorities and Prices

Following are references to orders of interest to railroads, issued by the War Production Board and the Office of Price Administration since May 1.

Air conditioning—Limitation Order L-38, issued May 15, places rigid restrictions on the production and sale of air conditioning and commercial refrigeration equipment. For 90 days, only the Army, Navy and Maritime Commission will be entitled to contract for the production of low temperature mechanical refrigerators designed to store frozen food or individual room coolers. After that time, production of these items must be stopped completely. The order prohibits the installation, effective immediately, of any new equipment except on preferred orders and these orders apply only to the Maritime Commission, certain other government agencies, Lend-Lease requirements and persons possessing a preference rating of A-9 or higher issued directly to them and designating the type of equipment desired.

Alloy iron and steel—Amendment No. 3 to Supplementary Order M-21-a, issued May 11, provides that no alloy iron or steel may, after June 1, be melted or delivered to fill orders with ratings lower than A-1-k, except for certain National Emergency and other low alloy steels which may be produced for orders down to A-3 ratings. Purchasers, after June 1, must accompany each order with a statement giving the end use to which the materials ordered will be put, the date on which delivery is needed and a statement that the delivery date is not earlier than necessary for the purchaser to meet his own delivery or production schedules. Meltings and deliveries must be made in accordance with schedules approved by the Director of Industry Operations.

Brass and wire—An amendment to Order M-9-a, issued May 7, limits shipments of brass mill, wire mill and foundry products to ratings of A-1-k or higher, unless specific authorization is given for a lower rated shipment. Deliveries previously were permitted down to A-10 ratings.

Copper products—A revision of Order M-9-c prohibits the use of copper and its alloys, including brass and bronze, in an additional hundred-odd civilian products after June 15 and orders other restrictions. Materials for railroads banned by the order include air conditioning equipment, except for essential repairs and parts necessary for conducting electricity; bands on pipe covering; decorative, general, and finish hardware, and ornamental metal work; door knockers, checks, pulls and stops; doors and windows, door and window frames and window sills; drinking water reservoirs; lighting fixtures, except for parts necessary for conducting electricity; pipe, tube, tubing, and fittings for plumbing and heating, except for essential repairs; shower rods, heads and pans;

sinks and drainboards; screens and screening; towel and luggage racks; water containers for humidification; weather stripping and insulation.

Freight car material—Amendment No. 1 to Supplementary General Limitation Order L-97-a-1, issued May 14, permits freight car producers to accept deliveries of parts and materials from suppliers if they are not subject to other rated orders, despite the fact that all preference ratings of A-2 or lower assigned to freight car producers were cancelled April 29. The amendment permits suppliers to dispose of inventories of processed or partly-fabricated parts, if deliveries can be made to producers as on unrated orders. This will permit balancing of inventories and assure maximum utilization of inventories. The original order gave this sale and exchange privilege to producers only.

Fuel oil—Order M-144, issued May 5, discontinues preference rating to purchases of fuel oil. The action was taken to prevent companies entitled to the use of a preference rating under a blanket rating order from laying in large stocks of fuel oil while other companies and individuals were unable to obtain necessary supplies.

Lumber—Order L-121, effective May 13, froze for a period of 60 days all sales and deliveries by large producers of softwood construction lumber, except to meet the needs of the Army, Navy and Maritime Commission. The order affects approximately 70 per cent of softwood lumber production and applies particularly to timbers, framing items and boards commonly used in building construction. Construction lumber means any grade of joists, planks, beams, stringers or timbers 3 in. or more thick, any width and 10 ft. or more long; any common boards of No. 1, 2, 3 and 4 grades one in. thick, 4 in. or more wide and 6 ft. or more long, including common boards dressed to not less than 11/16 in. It includes common dimension of No. 1, 2 and 3 grades 2 in. thick, 4 in. to 14 in. wide and 6 ft. or more long, including dimension which is dressed to not less than 1 9/16 in.; also, any drop siding in standard lengths 4 ft. and longer of grade C and D Douglas fir, West Coast hemlock, western red cedar and Sitka spruce, grade C and grade No. 1 and 2 southern pine and cypress, and grade No. 1, 2 and 3 Idaho white pine, Ponderosa pine, sugar pine, white pine, Norway pine, Englemann spruce, western white spruce and eastern spruce; also, any finished flooring 25/32 in. thick by 2 5/8 in. and 3 1/4 in. wide and 4 ft. and longer in the following species and grades—grade C and D and grade No. 1 Douglas fir, west coast hemlock and Sitka spruce, and grade C and grade No. 1 and 2 southern pine and cypress. Shipments of construction lumber not otherwise permitted by the order may be authorized in specific cases on form PD-423 by the Director of Industry Operations.

Machine tools—Order E-1-b, effective May 2, places all new critical machine tools under a limited allocation system by WPB. The order apportions each producer's monthly deliveries of each size of each type of tool, 75 per cent to service purchasers and 25 per cent to other purchasers, the 25 per cent for other purchasers to be divided among foreign purchasers and essential industries in this country and Canada and to be scheduled for delivery in accordance with preference ratings. Any producer who has received rated purchase orders for foreign and other purchasers exceeding 25 per cent of his production of any size of any type of tool for any month, is required to report such orders for analysis and further directions with respect to deliveries. The order, as amended May 15, requires purchasers to include in their orders to manufacturers specifications or other description in sufficient detail to enable the producer to place the tools in his production schedule.

Relay rail—Amendment No. 1 to Limitation Order L-88, issued May 18, relaxes the control over shipments of relay railroad rail, reroll and scrap rail so that small quantities of used rail may be disposed of without authorization. The order permits any person to sell, transfer or otherwise dispose of not more than 10 tons of used rail during any calendar month. L-88 had halted all shipments.

Rubber treads—Limitation Order L-111, effective May 7, prohibits deliveries of rubber-tired hand trucks, of rubber tires for replacement purposes, without special authority, and of all other uses of rubber in the manufacture or assembly of the trucks. These trucks are used principally to transport small quantities of materials in and around factories, railroad stations, warehouses, docks, etc. Exceptions are granted where the use of rubber tires is necessary to prevent explosion hazards and to avoid accidents in the handling of explosives or damage to delicate instruments which are an integral part of the truck. Application for authority may be made by filing form PD-468.

Safety supplies—Order L-114, effective May 5, imposes strict regulations on the use of aluminum, copper, plastics and several other commodities in the manufacture of safety equipment. The order prohibits the use of scarce materials in the items listed except for A-2 or higher-rated orders, if the equipment was manufactured prior to the date of the order or from parts ready for assembly on the date of the order. The materials are aluminum, asbestos cloth, chromium, copper, copper base alloys, nickel, corrosion-resisting steel, alloy steel, tin, synthetic plastics, magnesium, rubber, synthetic rubber and neoprene.

Toll agreements—An interpretation of Priorities Regulation No. 1, issued May 7, contained the ruling that manufacturers cannot escape responsibility for scheduling deliveries in accordance with preference ratings by leasing their plants or making their products under a toll agreement. It has been a practice of some manufacturers at times to lease all or part of their plants to one of their large customers for a few days a month, while the plant continues to operate with regular personnel and is producing the manufacturers' regular products. Railroads obtain journal bearings and wheels under toll agreements.

Transportation supplies—Supplementary Directive 1 F, issued May 5, directed the Office of Price Administration, in exercising rationing authority with respect to tires, passenger cars, gasoline or other products used in transportation, to implement to the full extent practicable the transportation policies of the Office of Defense Transportation. An executive order, issued by President Roosevelt May 5, gives ODT authority to develop programs to facilitate the continuous adjustment of the nation and its transportation requirements to the available supply of the transportation system relying upon rubber.

Zinc—An amended Order M-11, issued May 1, places all metallic zinc under complete allocation control beginning June 1. Metallic zinc allocation will be carried on under an allocation certificate system. Each consumer must apply monthly to the Director of Industry Operations for an allocation certificate. He will forward this to his producer in order to receive shipment. The producer must endorse on the certificate the amounts he ships by grades. Zinc dealers also must apply for allocation certificates. Dealers will use form PD-450; all other consumers will apply on form PD-94-a. Both are due at the WPB by the 15th of the month.

Prices

Fuel oil—Amendments to Revised Price Schedule 88, petroleum and petroleum products, announced May 18, discontinues the use of quotations in trade journals as a basis of maximum prices in California, Oregon, Washington, Nevada and Arizona, maximum prices in the five states to be determined either by the last sale of substantial quantity during the 60 days prior to October 15, 1941, or the prevailing market price on October 1, 1941. Long-term contracts may be executed containing a pricing formula in which the major factor is the market price prevailing on the date of delivery, provided that the prices are not in excess of the maximum prices in effect. The change in the method of setting maximum prices in the Pacific Coast area was the result of petitions by a number of oil companies and the disclosure that trade-journal quotations, which the price schedule recognized, did not represent prevailing market prices on the base date.

Railroad coal—Price Regulation No. 120, establishing maximum prices on bituminous coal delivered from mine or preparation plant at the levels prevailing between October 1 and October 15, 1941, makes allowances for railroad fuel. The order states that the movement of bituminous coal for consumption as railroad fuel is affected by unique factors which induced the Bituminous Coal division to establish separate minimum prices for this type of movement. These factors stem from the economic interdependency of the railroads and the mines. Railroad freight revenues are directly affected by the running time and output of the mines. Conversely the maintenance of balanced production and satisfactory running time at the mines is in turn dependent upon the regularity of sales to the railroads. This situation was reflected in the October, 1941, prices on railroad fuel sales, which showed a generally uniform relationship to the minimum prices for this type of movement. In order to give proper effect to the peculiar nature of railroad fuel movements, separate maximum prices were established therefor. As a matter of convenience, these were expressed in terms of the minimum prices now in effect, plus a specific number of cents per ton. Correspondence and personal inquiries relating to Regulation No. 120 should be referred directly to the Bituminous Coal Division of the Department of the Interior, according to a procedure outlined by OPA.

Railroad material and equipment—Price Regulation No. 136, issued May 2, establishes maximum prices for machines and parts not covered by other price schedules and supersedes all outstanding freeze letters and informal agreements. Effective May 18, the new regulation specifies October 1, 1941, prices, for the machines and parts it covers, at all levels of distribution except retail. October 1 rentals for machines are also established as maximum rentals. Maximum prices for rebuilt and guaranteed second-hand machines are established at 85 per cent of the October 1, 1941, net price of the nearest equivalent new machine. For other second-hand machines, maximum prices are set at 55 per cent of the October 1, 1941, net price for nearest equivalent new machine. Maximum prices on resales, where no list prices are available, are based on margins of October 1. The regulations extend to freight and passenger cars; locomotives and tenders; bearings, truck side, boilers, fireboxes, front ends, cabs, insulation, fittings, fixtures and appliances mounted on them; brakes and brake gear; coupler devices or attachments; devices and appliances mounted on locomotives for the treatment, distribution and control of water, fuel, steam, sand and electricity; doors and fixtures; draft gears, buffers and attachments; driving, foundation and running gear; heating, lighting, ventilating and air conditioning equipment; lavatory equipment; lubricating devices; machines, tools, devices and appliances designed specifically for the installation, operation, maintenance and protection of tracks, yards, signals, rolling stock and motive power; miscellaneous fittings, fixtures, specialties, services or appliances designed specifically for use on cars or locomotives; safety appliances and warning services; sides, roofs, ends, running boards and brake stops; signal equipment, including highway crossing signals; spring rigging, snubbers and shock absorbers; stationary plants for handling, fuel, sand, water and cinders; steel tires and journal boxes; train control apparatus; trucks, complete; wheels; cast iron and spun steel underframes and track spikes and track bolts. Manufacturers who sell machinery on an installed basis may calculate prices of installation on the basis of March, 1942, rates for field labor and outbound freight, instead of October 1, 1941, rates, according to Amendment No. 1 to Maximum Price Regulation No. 136. The equipment must be priced at October levels and the costs of installation may be computed on the March basis.

Relaying rail—Amendment No. 2 to Revised Price Schedule No. 46 for relaying rail, effective May 11, increases the maximum prices of relaying rail sold in carload lots from a recognized relaying rail warehouse. Rail which weighed 45 lb. or more a yd. but less than 60 lb. when new, has been increased to $35.84 from $32 a gross ton. Rail which weighed 35 lb. but less than 45 lb. when new, has been increased to $39.20 a gross ton from $32. Maximum prices for all weights of relaying rail weighing more than 35 lb. when new, and sold out of a recognized relaying rail warehouse in less than carload lots remain unchanged. Relaying rail has been newly defined so that it will include rail used for purposes other than relaying but for which new rail had been customarily used prior to the wartime shortage of new rail.

Scrap dealers—Supplementary Order No. 5, effective May 20, providing for licensing of scrap dealers, requires registration before June 20 of dealers selling to industrial consumers waste, scrap or salvage material for which maximum prices are established by 14 price schedules and regulations issued by OPA. Any dealer violating the price schedules or regulations covering such waste or scrap materials may have his license suspended and will, thereby, lose his privilege to do business.

General News Section

THE TRAFFIC CLUB OF NEWARK, N. J., will meet on June 1 at 7:30 p. m. at the Robert Treat Hotel. The occasion will be termed "Fathers', Sons' and Daughters' Night," and varied entertainment will be provided for these guests.

Southwest Board to Meet at Fort Worth

Transportation, marketing and storage of the 1942 wheat crop will be discussed at the nineteenth annual meeting of the Southwest Shippers Advisory Board at Fort Worth, Tex., on June 4. John W. Barriger, III, associate director of the Division of Railway Transport of the Office of Defense Transportation, will be the principal speaker at a luncheon sponsored jointly by the Traffic Club, the Chamber of Commerce and the Freight Bureau of Fort Worth.

Western Maryland Wins Safety Award

An award was presented to the Western Maryland by the National Safety Council on May 18 for having the lowest casualty rate in Group C, 8,000,000 to 20,000,000 man-hours in the Fifteenth Railroad Employees' National Safety Contest conducted by the Council. The award was accepted by C. W. Brown, president. This railroad turned in a total employee casualty rate of 3.01 for 1941, a reduction of 92 per cent compared with its casualty rate of 1923.

Central Western Board to Meet in Denver

The Central Western Shippers Advisory Board will hold its twentieth annual meeting at Denver, Colo., on June 10. Speakers at a luncheon meeting will be Col. J. Monroe Johnson, of Washington, D. C., a member of the Interstate Commerce Commission; Henry Swan, of Denver, trustee of the Denver & Rio Grande Western; Leslie A. Miller, of Cheyenne, Wyo., regional director of the War Production Board, and E. G. Plowman, of Denver, traffic manager of the Colorado Fuel & Iron Corporation.

Supreme Court to Hear Illinois' Plea on C. & N. W. Fare Case

An appeal to the Supreme Court of the United States by the State of Illinois was granted the attorney general of the state on May 25 by the Federal district court at Chicago from the latter's injunction restraining the Illinois Commerce Commission from interfering with a 10 per cent increase in commutation fares on the Chicago & North Western. The railroad had placed the increase in effect under the Interstate Commerce Commission's order of January 21, but the Illinois commission ordered the increase suspended for 120 days within this state pending a hearing. The North Western, in obtaining the injunction, raised the question of conflicting authority between state and federal governments inasmuch as its rates affect Wisconsin commuters.

The higher rate schedule applied to 10 and 25 bearer tickets and 25 and 60 ride individual commutation tickets.

Historical Bulletin Outlines Chesapeake Beach's Story

Bulletin No. 58 of the Railway & Locomotive Historical Society features an effectively illustrated article by Hugh G. Boutell, written from first-hand knowledge, describing the origin, construction, equipment, and operations of the Chesapeake Beach Railway, a line built in pre-automobile days to connect Washington, D. C., with a salt-water short resort. Other contributions include an account of three-cylinder locomotive experience in this country; a study of the background of the pontoon bridge of the Milwaukee at Prairie du Chien, Wis.; and a detailed summary of American locomotive builders from the 1830's to date.

I. C. Storehouse Damaged by Fire

The Illinois Central storehouse at its Burnside shops in Chicago was burned to the foundation on May 25 by fire which started from an unknown cause. The two-story brick building, 100 ft. by 300 ft., was used to store materials for the maintenance and repair of passenger cars, electrical supplies for electrified suburban service and large castings. The damage is estimated to be $250,000.

Sudden Floods Disrupt Service in Anthracite Region

"Flash" floods in the anthracite district of northeastern Pennsylvania last weekend caused the loss of more than 30 lives and large property damage, and seriously interrupted railroad service in that region. The downpour followed a period of normal rainfall and reached cloudburst proportions in the mountains east and south of Scranton. The affected area is a region of steep ridges that hem the streams into deep, narrow valleys where high waters have no room to spread.

The heaviest damage occurred on the night of May 22 and the following morning, particularly along the Lackawaxen, Lehigh and Lackawanna Rivers—all of which are paralleled by railroads. Main lines most affected were those of the Central of New Jersey and the Lehigh Valley. High water covered tracks and facilities of both lines at many points along the Lehigh River from Easton to Mauch Chunk, but the damage was especially serious in the mountains west of Mauch Chunk, where washouts and slides were numerous. For approximately 150 miles west of Easton the main line of the Lehigh Valley was impassable for some 24 hours. Partial service was restored late on the night of May 23, and by Monday normal operations were resumed.

The main line of the Central of New Jersey was even more seriously affected. Service was suspended between Easton and Scranton late on Friday night, and was restored on one track as far west as Mauch Chunk on Sunday night. Between that

Nearly 40 Pieces of Fire Equipment, Including 27 Engines and a Water Tower, Were Used in Fighting the Fire Which Destroyed the Storehouse of the Illinois Central at Its Burnside Shops.

point and Scranton operations were not resumed for several days. Altogether more than 17 miles of main line on this railroad suffered severe damage.

The main lines of the Erie and the Lackawanna were less extensively involved, and service was interrupted for a few hours only. Freight lines of the Erie in the Lackawaxen and Lackawanna valleys were so badly damaged, however, that major reconstruction was required before train movements could be resumed. Equally serious problems developed on freight lines of the Delaware & Hudson and the N. Y., O. & W. which enter the Scranton-Wilkes-Barre region from the north, and service could not be restored for several days.

Effects of the high water were felt over a large area of eastern Pennsylvania, and temporary interruptions to railroad service were reported on various lines of the Reading and the Pennsylvania, especially in the valley of the Schuylkill and its tributaries, and on the D., L. & W. between Scranton and Northumberland. Industrial activities were interrupted at many points—particularly Easton, Bethlehem, Allentown, Scranton, Pittston, Hazleton, Carbondale, Reading and Pottstown, and coal mine operations were affected both by water and by suspensions of railroad service.

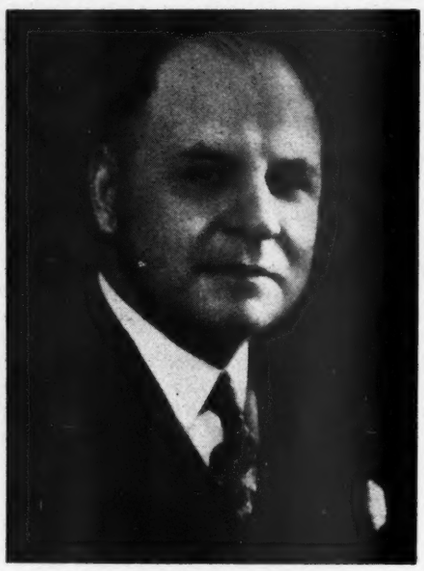
When operations were resumed on the D. L. & W. main line early on Saturday, after an interruption of about five hours, arrangements were made for that road to handle trains for the Lehigh Valley, Central of New Jersey, D. & H., Erie, and N. Y., O. & W. in and out of the Scranton territory. These detour movements involved the main line between Binghamton and Manunka Chunk. Pennsylvania and Reading branches into the affected region also were employed in detouring trains, while the L. & H. R. took care of much additional New England traffic for the lines most seriously damaged.

The Lackawanna began to move passenger, mail and milk trains for other roads as soon as its own service was restored, and oil and gasoline movements were resumed almost as quickly. Coal trains outbound from assembly points in the Scranton territory were subject to delay in favor of more urgent traffic, but large numbers of empty cars were brought into the mine district by the Pennsylvania and the D., L. & W. for all the roads affected by the flood, so that the mines could continue operations and vital industrial activities would not be endangered.

W. G. Besler Dies at 78

William George Besler, chairman of the board of the Central of New Jersey, with headquarters at New York, whose death on May 20 at his home in Plainfield, N. J., was reported briefly in the *Railway Age* of May 23, was born at Galesburg, Ill., on March 30, 1864, and entered railway service in 1880 as trainmaster's clerk on the Chicago, Burlington & Quincy, serving in that capacity and as chief clerk to general superintendent until 1884, when he became private secretary to the general manager at Chicago. He was later furloughed to take a special course at Massachusetts Institute of Technology and in 1888 he returned to the Burlington, serving successively as night trainmaster, trainmaster, trainmaster and chief dispatcher. In 1893 he became superintendent of the St. Louis division of the Burlington, going with the Philadelphia & Reading (now Reading) in a similar capacity in 1899.

Mr. Besler then served with the latter road as general superintendent, becoming general manager of the Central of New Jersey in March, 1902. From December, 1902, to 1914 he was vice-president and general manager of the Central of New Jersey, becoming president and general manager in the latter year. In 1915 Mr. Besler became a director, in addition to president and general manager. He was elected chairman of the board of the Central of New Jersey in 1926, which position he held until his death. Mr. Besler was for many years active in the affairs of the American Railway Association (now Association of American Railroads). He was a past president of the New York Railroad Club and president and incorporator of the Railroad Club of New York.



William George Besler

Canadian Pacific Converting Passenger Cars

To take care of expanding passenger business due to wartime activity and restrictions on automobile use, the Canadian Pacific is not only building new cars, but is also changing the interior arrangement of a number of "luxury" type cars so that this equipment can be used more intensively to serve more people. In anticipation of increased business 25 new coaches were ordered from company shops in April, 1941. Ten of them are in service. These cars are modern in design and appointments, and seat 72 passengers.

In the conversion program some 20 cars already have been put through the shops, and the work continues. Two compartment sleepers have been converted into cafe-sleepers which provide seats for 12 persons in the dining space, as well as one double bedroom and six regular sections. Three compartment sleepers have been converted into cafe-parlor cars and one into a dining car. Eight more compartment sleepers are being rearranged to provide eight sections and four double bedrooms.

Eight recreation cars formerly used on de luxe through trains also have been rearranged, so that they now include a lounge section, a buffet, four double bedrooms and one compartment.

All of these converted cars are in regular service on main line trains where traffic is heavy.

Express Agency to Forward Service Men's Packages

New arrangements for reshipping packages to members of the armed forces who have been transferred to other points have been announced by the Railway Express Agency. Packages weighing 20 lb. or less, addressed to domestic military or naval posts and camps, will be reforwarded without additional charge to any point within the continental United States to which the man may have been transferred. Under similar circumstances shipments over 20 lb. in weight will be held at the point addressed until the sender can be notified and arrangements made for payment of the extra cost for sending the package on to the new location.

When the man addressed has been sent abroad, express packages will be forwarded through the postal service, provided they meet postal regulations as to weight, dimensions, packing and contents. Express Agency offices have been established in or near all camps and posts in active use, and arrangements have been made in most of them to distribute packages directly to the men through their company officers.

"Car Card" and Station Poster Advertising Is Looking Up

Better service to advertisers and a consequent expansion of advertising in mass transportation facilities (i. e., "car cards" and station posters) was announced as the principal objective of the newly organized National Association of Transportation Advertising, Inc., by James B. Lackey, president, at a luncheon on May 26 in New York. Mr. Lackey indicated that current increasing use of public transportation was enhancing the value of its advertising potentiality and the purpose of the association is to put such advertising on a sounder and enlarged basis.

"The association is concerned solely with service to advertising," Mr. Lackey went on to say. "It is primarily an organization for initiating and maintaining standards of advertising practice and for providing basic and uniform information for advertisers. It supplies a definite need as a central source of information required by the potential buyer of space in cars, in buses or in stations."

The association has opened an office at 220 East 42nd Street, New York, in charge of Philip J. Everest, assistant to president.

Illinois Court Orders T. R. R. A. to Use Cabooses

The Illinois Supreme Court has reversed the judgment of the Circuit court of St. Clair county, which had set aside an order of the Illinois Commerce Commission requiring the Terminal Railroad Association of St. Louis to furnish caboose or shelter

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There is a

JOB TO BE DONE

. . . . that only modern power can handle

The problem of moving the increasing carloadings without interfering with existing schedules is being faced by railroads throughout the country. Farsighted roads realize that not only will carloadings increase but in most instances running time will have to be decreased. The only power capable of handling increased loads on decreased schedules is . . . . NEW MODERN SUPER-POWER. Lima is prepared to augment your fleet of high-speed, super-power, steam locomotives with engines of the type that have proved themselves to be the most up-to-date in design and performance. Prepare for the future by placing your order NOW for Lima-built super-power.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED **INCORPORATED, LIMA, OHIO**

cars on cuts of freight cars run to and from its yards in Illinois. The Circuit court had held that because the cars moved over the Eads and the Merchant's bridges the order was an interference with interstate commerce and was beyond the power of the state commission. The Supreme Court in its opinion held that "the order complained of does not purport to regulate interstate traffic and its effect upon it is but incidental." It also held that "inconveniences and incidental influence on interstate commerce do not mark the measure of the power of the state to protect its citizens." "That there is a substantial danger to switchmen that can be avoided by these caboose or shelter cars, seems clear," the opinion continued. "We are of the opinion that the order of the state commission lay within the police power of the state; and that such power has been delegated to that commission, to protect the lives, health and welfare of those engaged in the work of switching cars."

"Blackout Coach" Goes on Tour

A coach equipped for safe "blackout" travel according to specifications prepared by the Association of American Railroads has been put on exhibition by the Reading. Beginning at Reading Terminal, Philadelphia, on May 11, the car is being displayed at the principal stations on the line to acquaint the public with railroad preparations for operation in such emergencies.

Alterations to the car closely follow standards developed in England under actual air-raid conditions. The edges of all windows have been painted with a black band four inches wide, so that light around the sides of drawn shades will not be visible from outside. The paint is applied on the outer side of the glass lest passengers be tempted to scratch it away in creating artistic designs or giving publicity to their initials, sentiments or witticisms. Glass in end doors and vestibules is painted solid black except for a one-inch peephole.

A resistance is placed in the lighting system so that the car lights may be dimmed during blackouts by reducing the voltage from 32 to 9 volts. It is estimated that cars could be equipped to meet A. A. R. requirements for about fifty dollars each if such operations were undertaken on a large scale.

Seatrain Per Diem Payments

The Interstate Commerce Commission has further postponed from June 1 until October 5 the effective date of its order in the Nos. 25728 and 25878 proceedings involving per diem payments by Seatrain Lines, Inc., for use of railroad cars. Like the previous postponement, noted in the *Railway Age* of April 18, page 798, this further delay was granted at the request of the United States Court for the District of New Jersey where the railroads have challenged the commission's order.

Equipment and Supplies

FREIGHT CARS

THE UNITED STATES GOVERNMENT (lend-lease) is inquiring for 30-ton freight cars in considerable quantity.

Correction

THE LOUISVILLE & NASHVILLE was incorrectly reported in the *Railway Age* of May 16 as having ordered eight 4,000 hp. Diesel-electric passenger locomotives from the Electro-Motive Corporation. This order was placed in June, 1941, and the locomotives are being delivered currently.

Reading Exhibits "Blackout Coach"

Supply Trade

McClure Kelley, vice-president and treasurer of the **Austin-Western Road Machinery Company,** Aurora, Ill., has been elected president to succeed **Samuel F. Beatty,** who has been elected chairman of the Executive committee, effective August 1. Mr. Beatty has been associated

McClure Kelley

with the company for 43 years, the last 15 years as president. Mr. Kelley began his association with the company in 1929 as assistant treasurer and was promoted to treasurer in 1931. In 1940 he was elected vice-president and treasurer, which position he has held until his recent election.

D. W. Lamoreaux, president of the **Peerless Equipment Company,** Chicago, has been elected a director of **Poor & Co.,** Chicago.

Frank G. Luth, mechanical superintendent of the Fruit Growers Express Company, has been appointed mechanical superintendent of **Iron & Steel Products, Inc.,** Chicago.

John F. Ryan, vice-president of the Railway Truck Corporation, Chicago, has been appointed sales representative of the Railroad division of the **Socony-Vacuum Oil Company, Inc.,** with headquarters in Chicago.

R. W. Helms, assistant general sales manager of the Berger Manufacturing division of **Republic Steel Corporation,** has been promoted to the position of general manager of sales, succeeding the late **J. W. Strong.** Mr. Helms entered the service of Berger in 1921 as a cost clerk with the Dallas, Tex., branch, and subsequently served as department manager and branch manager. In 1929, he was transferred to Canton, Ohio, where he joined the general sales staff, and n 1935 he was promoted to assistant general sales manager.

L. S. Hamaker has been appointed assistant general manager of sales of the **Republic Steel Corporation,** with headquarters at Cleveland, Ohio. He was formerly general manager of the Berger Manufacturing division of Republic Steel at Canton, Ohio. Mr. Hamaker's first contact with the steel industry was as the operator of a billet pusher on a bar mill

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Steam locomotives, new and old, are possessed of 33⅓% latent power that has heretofore remained unusable due to the limitations that exist in the conventional locomotive. This potential power can now be released for useful work by the application of The Franklin System of Steam Distribution. In these days when every bit of available horsepower is necessary to speed up train movement, railroads cannot afford to operate new or old locomotives that are only doing a 66⅔% job. The Franklin Railway Supply Company is now offering The Franklin System of Steam Distribution to the railroads as the only practical method of releasing the full potential power of your locomotives.

THE FRANKLIN SYSTEM OF STEAM DISTRIBUTION

FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK CHICAGO

***In Canada:* FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL**

heating furnace in one of the Canton mills now part of Republic Steel. During World War I, he served in the United States Marine Corps, returning to Canton in May, 1919, to join the sales department of the Berger Manufacturing Company, later transferring to that company's advertising department. In 1925, he became advertising manager of the United Alloy Steel Corporation of Canton, with which the Berger Company had been merged shortly before. When United Alloy was subsequently merged with the Central Alloy Steel Corporation of Massillon, Ohio, he became advertising manager of the latter company. The Republic Steel Corporation acquired Central Alloy Steel in 1930, and in 1931 transferred Mr. Hamaker to Youngstown, Ohio, as sales promotion and advertising manager. When the Berger organization was set up as a division of the Repubic Steel Corporation in 1934, Mr. Hamaker was made general manager and continued to serve in that capacity until his new appointment.

L. S. Hamaker

OBITUARY

R. E. Hellmund, chief engineer of the Westinghouse Electric & Manufacturing Co., died on May 16. He was 63 years of age. Mr. Hellmund was born in Gotha, Germany, in 1879. He received his engineering training at the Technical College of Ilmenau, Germany, and at the University of Charlottenburg, Germany, concluding his work at the latter institution in 1902. He came to this country in 1903 and was first associated with the Krantz Company in Brooklyn, N. Y. He joined the Westinghouse organization in 1907, first engaging in work of the general engineering department, and later being in charge of designing all a. c. and d. c. motors for light and heavy traction. From 1917 to 1926 Mr. Hellmund supervised the planning, executing and financing of all new engineering developments. In 1926, he was appointed chief electrical engineer and acted as chairman of the patent board, advising on the purchases of ideas and inventions offered the company from outside. On March 30, 1933, he was appointed chief engineer, which position he was holding at the time of his death. Mr. Hellmund was the recipient of many engineering honors and held more than 300 United States and foreign patents. He was awarded the Lamme Medal in 1930 by the American Institute of Electrical Engineers for his contributions to the designing of electrical machinery.

R. E. Hellmund

Thomas G. Windes, service engineer of the National Aluminate Corporation, Chicago, died in Evanston, Ill., on May 19 of a heart ailment. He had been in the service of the company 18 years.

Construction

PERE MARQUETTE.—L. A. Davidson, Lansing, Mich., with a bid of $234,610, was the low bidder on the construction of two identical grade separation bridges for the Detroit Industrial expressway over the Pere Marquette and Shook road north of Romulus, Mich. The new bridges will each consist of two 51-ft. and two 69-ft. continuous reinforced concrete T-beam spans on reinforced piers and abutments, providing a 24-ft. roadway and two 1-ft. 3-in. curbs. They will cross the Pere Marquette at an angle of 73 deg.

ST. LOUIS SOUTHWESTERN.—A contract amounting to approximately $20,000 has been awarded S. L. Atkinson, Pine Bluff, Ark., for clearing, grubbing and grading for the construction of a spur track 4.42 miles long to an arsenal. The total cost of the track is estimated at $90,820.

ST. LOUIS SOUTHWESTERN.—A contract has been awarded the Pine Bluff Sand & Gravel Company, Pine Bluff, Ark., to install a subaqueous mattress and rip rap the Arkansas River bank around the south abutment of a bridge near Rob Roy, Ark. The work will cost approximately $25,000.

SOUTHERN.—The Southern is constructing new trackage at a number of points as follows: Additional tracks are being constructed to serve an ordnance depot in Alabama at a cost of about $38,300; classification yard "B" at Sheffield, Ala., is being extended at a cost of approximately $25,800; a passing track is being constructed at Bermul, Ala., at a cost of about $23,500; and a set-off track for through freight trains, which will cost approximately $21,013, is being built at Spring City, Tenn.

Financial

BALTIMORE & OHIO.—*Operation by the Alton.*—The Alton and the Kansas City, St. Louis & Chicago, both subsidiaries of the Baltimore & Ohio, have asked the Interstate Commerce Commission to approve a plan whereby the Alton will operate a line of the Kansas City, St. Louis & Chicago extending from Mexico, Mo., to Kansas City, 156.8 miles. The Alton has been operating the line since July 18, 1931.

CENTRAL OF GEORGIA.—*Compensation of Trustee.*—Merrel P. Callaway has asked the Interstate Commerce Commission to fix the maximum amount that may be paid to him as sole trustee of this company during reorganization proceedings under section 77 of the Bankruptcy Act.

COLORADO & SOUTHERN.—*Annual Report.*—The 1941 annual report of this road shows a net income, after interest and other charges, of $63,951, compared with a net deficit of $1,246,168 in 1940. Selected items from the income statement follow:

	1941	Increase or Decrease Compared with 1940
Average Mileage Operated	1,842.10	–117.06
RAILWAY OPERATING REVENUES	$15,302,477	+$2,272,032
Maintenance of way and structures	2,006,708	+171,131
Maintenance of Equipment	2,586,901	+320,991
Transportation	5,224,086	+434,558
TOTAL OPERATING EXPENSES	10,951,837	+939,250
Operating ratio	71.57	–5.27
NET REVENUE FROM OPERATIONS	4,350,639	+1,332,782
Railway tax accruals	1,103,649	–153,617
Railway operating income	3,246,990	+1,486,399
Hire of equipment —Net Dr.	483,899	+75,241
Joint facility rents—Net Dr.	261,260	+45,809
NET RAILWAY OPERATING INCOME	2,401,831	+1,365,349
Other income	121,792	–10,218
TOTAL INCOME	2,523,623	+1,355,130
Rent for leased roads and equipment	3,739	-951
Interest on funded debt	2,358,730	+14,165
TOTAL FIXED CHARGES	2,415,294	+14,557
INCOME AFTER FIXED CHARGES	63,951	+1,310,119
Disposition of Net Income: Income balance transferred to profit and loss	$63,951	+$1,310,119

DENVER & RIO GRANDE WESTERN.—*Annual Report.*—The 1941 annual report for this road shows a net deficit, after interest and other charges, of $2,301,914, compared with a net deficit of $3,070,486 in 1940. Selected items from the income statement follow:

	1941	Increase or Decrease Compared With 1940
Average Mileage Operated	2,516.95	–36.36
RAILWAY OPERATING REVENUES	$31,572,624	+$5,353,428
Maintenance of way and structures	3,441,922	+203,555
Maintenance of equipment	7,316,467	+1,395,433
Transportation	11,180,539	+1,838,140

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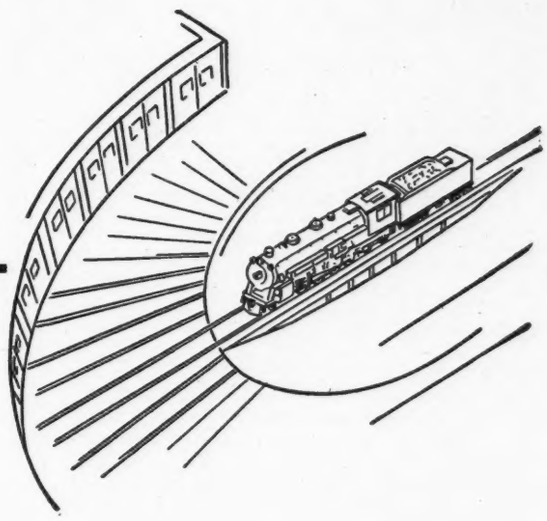
SPECIAL BRICK SHAPES ...are a nuisance



The initial standardization of Arch Brick shapes and sizes and Arch tube spacing was the work of the American Arch Company.

It is a work that goes forward constantly and saves the Stores and Mechanical Departments a vast amount of trouble.

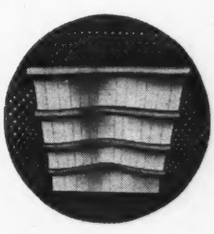
The easiest solution to many a locomotive Arch engineering difficulty would be to use a special brick shape. But this the American Arch Company is willing to do only as a last resort. Over 50% of all Arch Brick is covered by 6 separate patterns.

The insistence of American Arch Company on adhering to standards has simplified the work of the Storekeeper and Maintenance Man. It is only one of the many ways in which American Arch Company is serving the railroads.

THERE'S MORE TO SECURITY ARCHES THAN JUST BRICK

HARBISON-WALKER REFRACTORIES CO.

Refractory Specialists



AMERICAN ARCH CO.
INCORPORATED
60 EAST 42nd STREET, NEW YORK, N. Y.
Locomotive Combustion Specialists

Total Operating Expenses	24,219,120	+3,740,249
Operating ratio	76.71	−1.40
Net Revenue from Operations	7,353,504	+1,613,180
Railway tax accruals	2,435,207	+189,162
Hire of equipment—Net Dr.	39,322	−391,521
Joint facility rents—Net Dr.	361,897	+59,617
Net Railway Operating Income	4,517,079	+1,755,922
Other income—Net Dr.	437,071	+323,000
Available for interest	4,080,007	+1,432,921
Interest on funded debt	6,381,921	+664,349
Net Deficit	$2,301,914	−$768,572

Denver & Rio Grande Western.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon the so-called Castle Valley branch extending easterly from Salina, Utah, to the end of the branch at Crystal, 17.5 miles.

Denver & Salt Lake.—*Annual Report.*—The 1941 annual report of this company shows net income of $14,432 after interest and other charges, an increase of $5,128 as compared with net income in 1940. Selected items from the income account follow:

	1941	Increase or Decrease Compared with 1940
Railway Operating Revenues	$2,459,879	+$96,628
Maintenance of way	332,830	−48,978
Maintenance of equipment	547,568	+16,279
Transportation	773,458	+40,810
Total Operating Expenses	1,803,473	+21,344
Net Revenue from Operations	656,406	+75,284
Railway tax accruals	299,793	+96,601
Hire of equipment—Net Dr.	24,564	+3,479
Joint facility rents—Net	583,285	+28,838
Net Railway Operating Income	915,335	+4,042
Total operating and other income	932,387	+13,019
Rent for leased roads	405,141	+3,101
Interest on funded debt	500,000	.....
Total Deductions from Gross Income	917,955	+7,891
Net Income	$14,432	+$5,128

Erie.—*Reorganization.*—In connection with its recent reorganization this company has asked the Interstate Commerce Commission, pursuant to section 22 (b) (9) of the Internal Revenue Code, to issue a certificate that it was in an unsound financial condition at the time of the discharge of its old security obligations pursuant to section 77 of the Bankruptcy Act.

Illinois Central.—*Abandonment by the Dubuque & Sioux City.*—The Dubuque & Sioux City and the Illinois Central, respectively, would be authorized to abandon a line and the operation thereof extending in a southerly direction from Anthon, Iowa, to the end of the line at Onawa, 29.4 miles, if Division 4 of the Interstate Commerce Commission adopts a recommended report of its Examiner R. Romero.

Nashville, Chattanooga & St. Louis.—*Abandonment.*—This company has asked the Interstate Commerce Commission for authority to abandon its Orme branch extending from near Bridgeport, Ala., to the end of the line at Orme, 10.4 miles.

Nevada County Narrow Gauge.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon as to interstate and foreign commerce its entire line extending from Colfax, Calif., to Nevada City, 20.7 miles.

Northeast Oklahoma.—*Abandonment.*—This company has asked the Interstate Commerce Commission for authority to abandon a line extending from Scammon, Kans., to Cherokee Junction, 8.4 miles.

Railway Express Agency.—*Director.*—C. E. Denney, president of the Northern Pacific, has been authorized by Division 4 of the Interstate Commerce Commission to serve as a director of this company.

Reading.—*Abandonment.*—This road and the Peoples Railway Company have filed with the Interstate Commerce Commission a joint application seeking authority, respectively, to abandon operation and abandon a 1.6-mile segment of the Peoples' line, extending from Minersville, Pa., to a connection with the Lehigh Valley at a point called Westwood Switch.

Rio Grande & Eagle Pass.—*Abandonment.*—This company has asked the Interstate Commerce Commission for authority to abandon a line extending from Laredo, Tex., to Darwin, 24.4 miles.

St. Louis-San Francisco.—*Equipment Trust Certificates.*—This company has asked the Interstate Commerce Commission for authority to assume liability for $2,120,000 of equipment trust certificates maturing in 10 equal annual installments of $212,000 on July 1 in each of the years from 1943 to 1952, inclusive. The proceeds will be used as a part of the purchase price of new equipment costing a total of $2,672,228 and consisting of 12 coal-burning, Hudson type, 4-8-4 steam freight locomotives and three oil-burning, Hudson type, 4-8-4 steam freight locomotives.

Sibley, Lake Bisteneau & Southern.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon as to interstate and foreign commerce its line extending from Sibley, La., to Halls Summit, 27.5 miles.

South Shore.—*Deficit Status.*—Division 4 of the Interstate Commerce Commission has found that this company is not a carrier within the meaning of that term as used in Section 204 of the Transportation Act of 1920, as amended January 7, 1941, and is not entitled to receive any benefits of that section for any losses which it incurred during the period of private operation in the Federal Control period.

Southern Pacific.—*Abandonment by the Texas and New Orleans.*—The Texas & New Orleans has asked the Interstate Commerce Commission for authority to abandon a branch line extending from Ennis, Tex., to Kaufman, 29.3 miles.

Southern Pacific.—*Abandonment by the Texas and New Orleans.*—The Texas & New Orleans has asked the Interstate Commerce Commission for authority to abandon operation and remove the track from a line extending from Cade, La., to St. Martinsville, 6.1 miles.

Southern.—*Annual Meeting.*—At the annual meeting of the stockholders of this company held in Richmond on May 19, Leverett F. Hooper, vice-president of the First National Bank of New York, was elected a director for a term of three years, to fill a vacancy. Over 70 per cent of the common and preferred stock was represented at the meeting, either in person or by proxy. Following a meeting of the board of directors held immediately after adjournment of the annual meeting of stockholders, President Ernest E. Norris made the following announcement:

"The board of directors, being of the opinion that in this period of uncertainties, mounting taxes and increasing costs, it is advisable in the interests of the stockholders and the ultimate safety of their investment to continue to conserve and increase the company's working capital and resources, determined by unanimous action today that at this time no dividend be declared on either the preferred or common stock."

Union Pacific.—*Abandonment by the Oregon Short Line.*—The Oregon Short Line and the Union Pacific, respectively, have asked the Interstate Commerce Commission for authority to abandon the Paris branch and the operation thereof extending from Montpelier, Idaho, to Paris, 9.5 miles.

Union Pacific.—*Abandonment by the Los Angeles and Salt Lake.*—Examiner Jerome K. Lyle has recommended in a proposed report that Division 4 of the Interstate Commerce Commission defer the disposition of an application of the Los Angeles & Salt Lake and the Union Pacific, respectively, to abandon the so-called Frisco branch and the operation thereof extending from Milford, Utah, to the end of the branch at Frisco, 16.4 miles, until November 1, 1942, awaiting the outcome of steps being taken looking to the development of certain scheelite or tungsten ore deposits.

Average Prices of Stocks and Bonds

	May 26	Last week	Last year
Average price of 20 representative railway stocks..	24.65	24.52	28.36
Average price of 20 representative railway bonds..	65.89	66.02	64.29

Dividends Declared

Alabama Great Southern.—Ordinary (irregular), $4.50; 6 Per Cent Participating Preferred (irregular), $4.50, both payable June 26 to holders of record June 2.

Boston & Albany.—$2.50, payable June 30 to holders of record May 29.

Chesapeake & Ohio.—Common, 75¢, quarterly; 4 Per Cent Non-cumulative Series A Preference, $1.00, quarterly, both payable July 1 to holders of record June 8.

Delaware & Bound Brook.—$2.00, quarterly, payable May 20 to holders of record May 10.

Erie & Pittsburgh.—80¢, quarterly, payable June 10 to holders of record May 29.

Kansas, Oklahoma & Gulf.—6 Per Cent Preferred A, $3.00, semi-annually; 6 Per Cent Preferred B, $3.00 semi-annually; 6 Per Cent Preferred C, $1.50, all payable June 1 to holders of record May 23.

Philadelphia, Germantown & Norristown.—$1.50, quarterly, payable June 4 to holders of record May 20.

Pittsfield & North Adams.—$2.50, semi-annually, payable July 1 to holders of record June 30.

Union Pacific.—$1.50, quarterly, payable July 1 to holders of record June 1.

Continued on next left-hand page

Experience has shown the fallacy of using 1918 military equipment and technic to win the war of 1942.

Experience has also shown that it is equally unwise to use 1918 locomotive designs and technic to successfully meet 1942 transportation demands. Experience has definitely demonstrated that the large flue locomotive boiler and superheater of 1918 is as obsolete as the military equipment and technic of 1918.

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Railway Officers

EXECUTIVE

Malcolm Putty has been elected executive vice-president of the Missouri & Arkansas, a newly-created position, with headquarters at Harrison, Ark.

R. J. Doss, general traffic manager of the Atlantic Coast Line, has been elected vice-president in charge of traffic, with headquarters as before at Wilmington, N. C. Mr. Doss was born on March 30, 1884, at Canton, Ga., and was educated at Etowah Institute. He entered railroad service in September, 1900, with the Atlantic, Knoxville & Northern (now part of the Louisville & Nashville), serving successively as telegraph operator, agent, and in various positions in the traffic department until 1913. From 1913 to 1935, Mr. Doss served in the traffic department of the Atlantic Coast Line, holding consecutively

R. J. Doss

the positions of chief rate clerk, chief clerk in the general freight office at Savannah, Ga., assistant to general freight agent, assistant general freight agent, general freight agent and assistant freight traffic manager. In July, 1935, Mr. Doss was appointed freight traffic manager at Wilmington, the position he held until June, 1940, when he was appointed general freight traffic manager. He became general traffic manager in May, 1941. During the period of federal control (1918-1920) Mr. Doss was attached to the Southern Freight Traffic Committee, United States Railroad Administration, at Atlanta, Ga.

FINANCIAL, LEGAL AND ACCOUNTING

M. J. Hicks has been appointed assistant to the treasurer of the Delaware & Hudson, with headquarters at New York.

Harry V. Cooper, whose promotion to freight claim agent of the Missouri Pacific, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of May 16, was born at Hanover, Ill., on January 15, 1882, and entered railway service in June, 1901, as a timekeeper on the LaCrosse division of the Chicago, Burlington & Quincy. Two months later he became a telegraph operator and served at various points on the LaCrosse division until March, 1907, when he went with the Great

Harry V. Cooper

Northern as a revising clerk at St. Paul, Minn. He returned to the Burlington seven months later as a telegraph operator and station agent on the Sheridan division, and from April, 1909, to March, 1913, he served as a loss and damage claim investigator, traveling claim adjuster, chief loss and damage investigator and chief clerk in the freight claim department at Omaha, Neb. On the latter date, Mr. Cooper was transferred to Chicago as chief clerk, overcharge claim and rate divisions of the freight claim department, and in November, 1914, he went with the Missouri Pacific as assistant freight claim agent at St. Louis. In February, 1928, he was promoted to superintendent of freight loss and damage claims of the Gulf Coast Lines and the International-Great Northern (Missouri Pacific lines in Texas), with headquarters at Houston, Tex., and in September, 1932, when the freight claim offices were consolidated, he returned to St. Louis as assistant freight claim agent, which position he held until his recent promotion, effective May 1. Mr. Cooper has long been active in the Freight Claim division of the Association of American Railroads, serving as a member of the National committee on prevention of freight loss and damage from 1930 to 1939, and as an arbitrator or chairman of one of the Arbitration committees from 1934 to 1942. In April, 1942, he was elected a member of the Appeal committee.

OPERATING

W. W. Herrick, Jr., has been appointed assistant trainmaster of the Syracuse (N. Y.) division of the New York Central.

Carl J. Milliken, trainmaster on the Pere Marquette at Grand Rapids, Mich., has been promoted to superintendent of the Detroit-Grand Rapids division, with headquarters at Detroit, Mich., succeeding **J. A. Grigware** who has been transferred to the Toledo-Ludington division with headquarters at Saginaw, Mich., relieving **W. H. Wallas,** who will retire from active service on June 1.

C. G. Sibley, assistant general manager of the Atlantic Coast Line, with headquarters at Wilmington, N. C., has been elected general manager, with the same headquarters.

George R. Edgley, superintendent of the Laurentian division of the Canadian National, with headquarters at Quebec, Que., has been appointed superintendent of terminals at Quebec, a newly-created position, with jurisdiction over all train operations and handling of traffic in Quebec terminals.

Harry P. Congdon, whose promotion to general superintendent of the Chicago, St. Paul, Minneapolis & Omaha, with headquarters at St. Paul, Minn., was reported in the *Railway Age* of May 23, was born at Chicago on September 24, 1891, and entered railway service on December 1, 1905, as a clerk in the right-of-way department of the Omaha at St. Paul. In 1907 he became a stenographer in the office of the general superintendent and in 1913 he was promoted to inspector of transportation. Mr. Congdon was advanced to trainmaster at Spooner, Wis., in 1917 and in 1919 he was promoted to assistant superintendent at St. James, Minn. The following year he was appointed trainmaster at Itasca, Wis., later being transferred to Spooner, and in 1927 he was again advanced to assistant superintendent at St. James. Two years later Mr. Congdon was appointed assistant to the general manager at St. Paul and in 1931 he was appointed assistant to the vice-president and general manager. His title was changed to assistant to the executive vice-president in 1937, which position he held until his recent promotion, effective May 15.

Harry P. Congdon

Horace C. Grout, whose promotion to general manager of the Western lines of the Canadian Pacific, with headquarters at Winnipeg, Man., was reported in the *Railway Age* of May 16, was born at Wausau, Wis., on March 14, 1881, and attended Northwestern Military Academy and the University of Wisconsin. He entered railway service in 1898 with the Canadian Pacific as a rodman in the construction department, later being advanced to instrumentman and resident engineer.

Continued on next left-hand page

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From 1904 to 1910 he served as resident engineer with the maintenance of way department and assistant division engineer at Toronto, Ont. He served as assistant superintendent at Havelock, Ont., and Toronto, from April, 1910, until February, 1912. From the latter date until October, 1912, he served as superintendent successively at Toronto and Brownville Junction,

Horace C. Grout

Me., and in October, 1912, he became assistant general superintendent of the New Brunswick district at St. John, N. B., later becoming general superintendent of this district. He was appointed general superintendent of the Ontario district at Toronto, Ont., in April, 1920, and in September, 1934, he was promoted to assistant to the vice-president at Montreal, Que., which position he held until his recent promotion, effective May 7.

Edwin F. Bilo, whose appointment as manager of the newly-created Passenger Car Section of the Car Service Division, Association of American Railroads, was noted in the *Railway Age* of May 23, was born in Milwaukee, Wis., and received his education in the public schools of that city and at Marquette University. He entered

Harris & Ewing

Edwin F. Bilo

railroad service as an office boy to the general agent of the Pere Marquette at Milwaukee, and continued with that road in various capacities until 1920. He was in turn contracting freight agent at Minneapolis, Minn., and Milwaukee; agent at the latter point for the Pere Marquette-Erie Line, and traveling freight agent for the P. M. In 1912 Mr. Bilo was appointed general traveling freight agent with headquarters at the Detroit, Mich., general offices of the P. M.; and in 1918 he transferred to the operating department, serving as assistant chief clerk, chief clerk, and special assistant to the assistant general manager. Early in 1920, Mr. Bilo began a three-year period of service as assistant to the director of traffic, Buick Motor Company, Flint, Mich.; but he was back in railroad service in April, 1923, when he became associated with the Car Service Division as assistant to the manager of public relations. In 1933 he became assistant to the chairman of the Division, the position he was holding at the time of his appointment to the managership of the Passenger Car Section.

W. O. Bruce, night terminal trainmaster for the Chicago, Rock Island & Pacific at Armourdale (Kansas City), Kan., has been promoted to terminal trainmaster in charge of the Kansas City terminals, succeeding **G. E. Tatum,** retired. **L. R. Cowick** has been appointed acting night terminal trainmaster at Armourdale, relieving Mr. Bruce.

Edward A. Vik, whose promotion to assistant to the executive vice-president-

Edward A. Vik

personnel and assistant secretary of the Chicago, St. Paul, Minneapolis & Omaha, with headquarters at St. Paul, Minn., was reported in the *Railway Age* of May 16, and whose change of title to director of personnel and assistant secretary was reported in the *Railway Age* of May 23, was born at Gresham, Neb., on November 28, 1896, and graduated from the St. Paul College of Law. He entered railway service on April 15, 1915, as a stenographer and clerk in the car department of the Omaha, and on February 1, 1917, he was transferred to the purchasing department, several months later being transferred to the general claim department. He served in the U. S. Army during the first World War, being honorably discharged on April 5, 1919, as a sergeant, first class, and returned to the Omaha in the office of the general superintendent at St. Paul on June 16, 1919, later being transferred to the general manager's office. Mr. Vik was appointed contract attorney in January, 1921, in charge of operating department contracts and joint facility matters, and on April 27, 1938, he was elected also assistant secretary. On April 1, 1942, he was promoted to assistant to the executive vice-president-personnel and assistant secretary and on May 15 his title was changed to director of personnel and assistant secretary.

TRAFFIC

The headquarters of **O. L. Strieby,** assistant general freight and passenger agent for the Missouri Pacific at Denver, Colo., have been transferred to Pueblo, Colo.

Royden L. Dickson, traveling agent for the Chicago & North Western at Indianapolis, Ind., has been promoted to general agent at that point, succeeding **V. A. Hampton,** who will retire on June 1.

George M. Thompson, assistant general freight agent for the Minneapolis, St. Paul & Sault Ste. Marie at Neenah—Menasha, Wis., has been promoted to assistant freight traffic manager, with the same headquarters, a change of title.

Otto Kopp, assistant general freight agent on the Northern Pacific at Duluth, Minn., has been promoted to general freight agent at Seattle, Wash., succeeding **Charles M. Grubbs,** who will retire from active service on June 1.

O. Clifford Grimshaw, chief clerk to the freight traffic manager of the Pennsylvania at Chicago, has been promoted to district freight agent at that point. Mr. Grimshaw will be in direct charge of the freight solicitation forces in the Chicago metropolitan district.

W. H. Higginbotham, commercial agent of the Seaboard Air Line, has been appointed district freight agent, with jurisdiction over freight traffic solicitation, with headquarters at Raleigh, N. C. The position of commercial agent, formerly held by Mr. Higginbotham, has been abolished.

Claude E. Peterson, assistant to the vice-president in charge of passenger traffic of the Southern Pacific, with headquarters at San Francisco, Cal., has been promoted to assistant vice-president with the same headquarters. **Fred E. Watson,** assistant to the vice-president, has been appointed general passenger agent. **Robert M. Gilmore,** special representative, and **Leroy C. Ioas,** supervisor of train service, have been appointed assistants to the vice-president. **T. Louis Chess,** district passenger agent, has assumed supervision over San Francisco and its Peninsula territory, and **Walter C. Fell,** city passenger agent, has been appointed assistant district passenger agent. The headquarters of all positions are at San Francisco.

ENGINEERING & SIGNALING

A. D. W. Cuthbert, division engineer of the Cochrane division of the Canadian National with headquarters at Cochrane, Ont., has been transferred to the Laurentian division, with headquarters at Quebec, Que., succeeding **G. E. Corriveau,** who has been appointed acting division engineer

Continued on third right-hand page

of the Cochrane division, to succeed Mr. Cuthbert.

W. A. Trimble, assistant division engineer of the Middle division of the Pennsylvania, with headquarters at Altoona, Pa., has been promoted to division engineer of the Erie & Ashtabula division. **C. R. Montgomery,** supervisor of track of the Eastern division at Mansfield, Ohio, succeeds Mr. Trimble as assistant division engineer of the Middle division.

MECHANICAL

J. R. Grove, master mechanic of the Washington Terminal Company, has been appointed assistant superintendent of motive power of the Lehigh Valley at Bethlehem, Pa.

J. L. Carmichael has been appointed road foreman of engines of the Revelstoke (B. C.) and Kettle Valley divisions of the Canadian Pacific. **G. R. Thomas** has been appointed road foreman of engines of the Kootenay division.

W. A. Cunningham has been appointed road foreman of engines of the Canadian National, with jurisdiction over the Montreal terminals and assigned to Turcot, Que. **J. A. E. Patry** has been appointed rule and mechanical instructor, Quebec district, with headquarters at Joffre, Que.

H. C. Wright, master mechanic of the Middle division of the Pennsylvania, with headquarters at East Altoona, Pa., has been transferred to the Juniata shop. **J. S. Bell,** assistant master mechanic of the Pittsburgh division, has been promoted to master mechanic of the Middle division, succeeding Mr. Wright.

L. B. George, whose appointment as works manager of the Weston shops of the Canadian Pacific at Winnipeg, Man., was reported in the *Railway Age* of April 25,

L. B. George

was born on April 14, 1896, at Ashton-in-Makerfield, England. Mr. George entered railroad service on December 5, 1910, with the Canadian Pacific as messenger in the mechanical department at Vancouver, B. C., serving successively as clerk and machinist apprentice there. In September, 1915, he enlisted with the Canadian Expeditionary Force. In July, 1919, he returned to the Canadian Pacific at Vancouver where he served as machinist apprentice, machinist, and relieving locomotive foreman. Mr. George became shop foreman at West Calgary, Alta., in August, 1929, transferring to Alyth, Alta., in March, 1930. In July, 1932 he became assistant machine shop foreman at the Weston shops; in September, 1934, shop engineer and in October, 1934, machine shop foreman there. In July, 1936, Mr. George was appointed general locomotive foreman at Vancouver and in May, 1940, he was loaned to the Canadian Associated Aircraft Company to study aircraft manufacture in England. In September, 1940, he was appointed division master mechanic at Lethbridge, Alta., being loaned to the Canadian federal government in July, 1941 as assistant supervisor of Aircraft Production, Department of Munitions & Supply, with headquarters at Ottawa, Ont. In September, 1941, he was appointed Supervisor of Aircraft Production for Canada, which position he held until his recent appointment as works manager of the Weston shops of the Canadian Pacific.

SPECIAL

Bernard Allen, formerly of Montreal, Que., has been appointed assistant to the general manager with supervision over ship construction and repairs, Canadian National Railways. His headquarters will be in the West.

R. M. Graham, chief medical examiner of the Pullman Company at Chicago, has been promoted to director of the department of sanitation and surgery with the same headquarters to succeed Thomas R. Crowder, who died on April 15.

OBITUARY

Roger Stuart Black, superintendent of the Canadian division of the Pere Marquette, with headquarters at St. Thomas, Ont., died of a heart attack on May 10. Mr. Black was born at Wallacetown, Ont., on January 8, 1877, and entered railway service on September 1, 1897, as a telegraph operator on the Canadian Pacific at Portal, Sask. On July 1, 1901, he went with the Pere Marquette as a telegraph operator on the Canadian division and two years later he was promoted to dispatcher at St. Thomas. In July, 1906, he was advanced to chief dispatcher and in February, 1911, to trainmaster. Mr. Black was promoted to assistant superintendent of the Canadian division in July, 1917, and in March, 1931, he was advanced to superintendent, with headquarters as before at St. Thomas, which position he held until his death.

Albert E. Badger, general superintendent of the Pere Marquette, with headquarters at Detroit, Mich., died at his home in that city of a heart attack on May 24. Mr. Badger was born at Detroit on December 30, 1880, and attended business college. He entered railway service in 1900 as a stenographer on the Pere Marquette at Grand Rapids, Mich., later being advanced successively to timekeeper at Northville, Mich., stenographer-clerk at Detroit; stenographer-clerk to the general manager and chief clerk to the president and general manager. In 1912 Mr. Badger was appointed chief clerk to the receiver and two years later he was advanced to assistant to receiver. In 1917 he was appointed assistant to the general manager and, in 1920, assistant to the president and general manager. In 1923, Mr. Badger was promoted to general superintendent, with headquarters as before at Detroit, which position he held until his death.

Thomas F. King, general attorney and commerce counsel for the Atchison, Topeka & Santa Fe, with headquarters at Chicago, died of pneumonia at the Little Company of Mary hospital in that city on May 18. Mr. King entered railway service in the operating department of the Santa Fe in 1909, studied law and was admitted to the Illinois bar in 1920 and was transferred to the law department a year later. In recent years he has been engaged almost entirely in matters before the Interstate Commerce Commission.

Albert M. Reinhardt, freight traffic manager on the Coast lines of the Atchison, Topeka & Santa Fe, with headquarters at San Francisco, Cal., died in the Santa Fe hospital at Los Angeles, Cal., on May 20 after an illness of two weeks. Mr. Reinhardt was born at Lawrence, Kan., on December 1, 1878, and entered railway service in December, 1895, with the Southern California Railway (now part of the A. T. & S. F.), serving successively as a clerk, relief agent, agent and operator on the Los Angeles division. In 1899, he was appointed a bill clerk at San Diego, Cal., and from 1901 to 1903, he served as agent at Hanford, Cal. At the end of this period

Albert M. Reinhardt

he was transferred to the auditors office at Los Angeles, Cal., and in 1906 he was appointed chief clerk in the division freight office at the same point. Two years later Mr. Reinhardt was appointed chief clerk in the general freight office at Los Angeles, and in 1913 he was advanced to assistant general freight agent, with the same headquarters. In 1920 he was transferred to San Francisco, and on September 1, 1936, he was promoted to general freight agent. Mr. Reinhardt was later advanced to assistant freight traffic manager at San Francisco and on April 1, 1941, he was promoted to freight traffic manager at that point, which position he held until his death.

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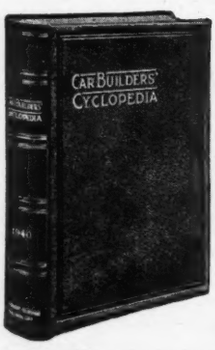

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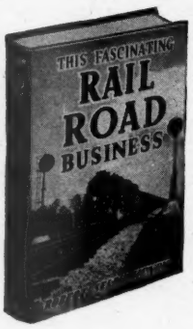

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